



DEPARTMENT OF THE NAVY  
USS ABRAHAM LINCOLN (CVN 72)  
FPO AP 96612-2872

5757  
Ser 113/

From: Commanding Officer, USS ABRAHAM LINCOLN (CVN 72)  
To: Chief of Naval Operations (N-09BH)

Subj: COMMAND HISTORY FOR CALENDAR YEAR 2004

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command History for 2004  
(2) Biography of Commanding Officer  
(3) Welcome Aboard Booklet

1. Per reference (a), enclosures (1) through (3) are forwarded.

  
J.M. DANIELS  
By direction

**USS ABRAHAM LINCOLN (CVN 72)**  
**COMMAND HISTORY 2003**

Enclosure (1)

2004

1. Command Composition and Organization

a. Mission. To support and operate naval aircraft at sea, maintain open sea-lanes for maritime traffic, project naval power at sea and ashore, and provide a formidable strike option in response to national tasking. ABRAHAM LINCOLN also serves as a flagship command and control platform, able to direct and support full battle group and joint operations. Wherever it goes, the ship serves as a symbol of U.S. resolve, acting both as an ambassador and as a sea-based deterrent to threats to our national interest.

b. Organizational Structure. During calendar year 2004, Captain Kendall Card served as Commanding Officer. Captain David A. Lausman served as Executive Officer. CMDCM (SW/AW) John O'Banion served as Command Master Chief. The ship's chain of command as of 31 December 2004 was:

Commander in Chief	President George W. Bush
Secretary of Defense	The Honorable Donald Rumsfeld
Secretary of the Navy	The Honorable Gordon England
Chief of Naval Operations	ADM Vern Clark
COMPACFLT	ADM Walter F. Doran
COMNAVAIRPAC	Vice Admiral James M. Zortman
COMCARSTRKGRU NINE	RADM W. D. Crowder

c. Department Heads serving on board ABRAHAM LINCOLN as of 31 December 2004 were:

Administrative Officer	CDR Oren Jeffries
AIMD Officer	CDR Bart Grossman
Air Officer	CAPT(Sel) David Fuhrmann
Combat Systems Officer	CDR Ronald Center
Command Chaplain	CAPT(Sel) Paul Wrigley
Command Judge Advocate	LCDR Mark Holley
Dental Officer	CDR Richard Campbell
Engineering Officer	CDR Chris Meyer
First Lieutenant	LCDR Gregory Worley
Senior Medical Officer	CDR Jamin McMahon
Navigator	CAPT Raymond Ginnetti
Operations Officer	CAPT(Sel) Matthew Faletti
Public Affairs Officer	LCDR John Daniels
Reactor Officer	CAPT Steven Dinobile
Safety Officer	CDR Troy Johnson
Supply Officer	CDR David Meyers
Training Officer	LCDR Carla Blair
Weapons Officer	CDR Jon Baca

**ABRAHAM LINCOLN and CARRIER AIR WING TWO  
2004 - 2005 DEPLOYMENT STATISTICS**

**Operation Unified Assistance:**

USS Abraham Lincoln and Carrier Air Wing Two delivered supplies along the coast of Indonesia from January 1, 2005 until the end of immediate Humanitarian Assistance/Disaster Relief (HA/DR) operations February 3, 2005. As of 31 January 2005:

Missions flown: 1737  
Supplies delivered: 5,929,000 lbs  
    Food: 2,915,500 lbs  
    Water: 1,798,100 lbs  
    Medical Supplies: 748,410  
    Other: 467,400 lbs.

**Pure Numbers**

Traps: 4455  
Sorties  
    Fixed wing: 4440  
    Rotary wing: 1518  
Hours:  
Fixed wing: 7588  
Rotary wing: 4401  
Boarding rate: 85.5%

**Personnel:**

Reenlistments: 75  
Bonuses: \$521,725.43.

**Legal:**

Wills: 400  
Powers of Attorney: 502  
Notaries: 38  
General Legal Assistance advice: 200

**Medical**

Medical Emergencies - 32  
MEDEVACs - 31  
    Outbound: 14  
    Inbound/throughput: 17  
Sick call/Appointments: 4218  
Physical Exams: 1176  
Accident & Injury reports: 179  
Mental Health: 710 appt. hours

Radiology exposures (X-ray): 1261  
Laboratory procedures: 13550  
Pharmacy: 6259 prescriptions dispensed  
Over the Counter Medications dispensed: 4269  
Optical Fabrications (glasses): 704  
Inpatient Surgeries: 13  
Outpatient Surgeries: 168

#### **Dental**

Patient Visits: 9,912  
Prophy/RDH: 2,526  
Fillings: 2,838  
Root Canals: 203  
Extractions: 1,244  
Other Surgeries: 49  
Prosthetics: 53  
X-Rays: 2,297

#### **Training Department**

Temporary Duty (schools, temporary assignments, etc.)  
Orders written: 660  
Junior Indoctrination Graduates (New Sailors): 384  
Senior Indoctrination Graduates (New Sailors): 59  
Total Indoctrination Graduates: 443  
Family Video Teleconferences: 931  
United Through Reading Sessions: 165

#### **Weather (Ship's Meteorology Division)**

65 Strike Briefs  
3400+ Weather Observations

#### **Combat Systems**

Messages received: 465,000  
Messages transmitted: 15,500  
E-mails processed: Over 7 million  
Video teleconferences conducted: Over 240

#### **Aircraft Intermediate Maintenance Department (AIMD)**

Repaired and made Ready-For-Issue: 7,231 repairable items,  
Valued at \$62,505,246  
Maintenance items processed: 8146

#### **Weapons Department**

Total ordnance issued: 3,935,448 lbs  
Total ordnance received: 1,295,770 lbs  
Total ordnance onboard: 2,447.50 tons  
Here are the numbers for 01JAN03 thru 31DEC03:

- Total ordnance received: 1,295,770 lbs
- Total ordnance issued: 3,935,448 lbs
- Total Tonnage onboard: 2,447.50 tons
- Dollar amount onboard: \$244,517,189.32
- CVW-2 dollar amount expended: 5,493,050.25
- CVN-72 dollar amount expended: 40,618.30

### **Supplies and Food**

Underway Replenishments: 9 @ 1,932 pallets,  
 Inport Replenishments: 6 @ 1,839 pallets  
 Gallons of milk: 13,830  
 Coffee: 7,495 lbs  
 Bacon: 14,150 lbs  
 Chicken: 47,118 lbs  
 Steak: 11,448 lbs  
 Shrimp: 6,315 lbs  
 Hot Dogs: 21,423 lbs  
 Hamburgers: 13,304 lbs  
 French Fries: 32,940 lbs  
 Ice Cream: 1,805 gallons of ice cream  
 Haircuts: 21,000 haircuts  
 Soda: 540,000 cans of sodas sold  
 Ship Store sales: \$1,800,000  
 Laundry: 1,100,000 pounds of laundry processed  
 Embroidered ball caps: 1400  
 Candy bars: 120,000 candy bars sold  
 Mail processed: 350,000 lbs

### **Reactor Department**

In excess of 44 million gallons (approximately 44,460,000)

### **Engineering Department**

44,460,000 total potable water galloons produced on deployment

6,280 gallons of LOX (Liquid Oxygen) produced

9,415 gallons of LIN (Liquid Nitrogen) produced

10,000 plastic "pucks" made

Over 100,000 lbs of trash processed.

### **Damage Control Training and Preparation**

- 2,965 Command Damage Control Qualifications attained
- 2,000 locksmith repairs
- 6,200 engraving jobs completed

Ship's Fire Department responded to:

- 0 Class "A" fires
- 0 Class "B" fire
- 1 Flooding incidents
- 0 Toxic gas responses
- 5 electrical fires

## **MISSION ACCOMPLISHMENTS/BRIEF SUMMARY**

### **ADMINISTRATIVE DEPARTMENT**

During 2004, the Administrative Department maintained a steady strain as the ship went from its extended shipyard availability, through an accelerated work up schedule and into a Fleet Response Plan deployment to the Western Pacific. The dedicated professionals in the Commanding Officer and Executive Officer Administrative Offices, Personnel Office, Educational Services Office, as well as, the Drug and Alcohol Program Assistant and Equal Opportunity Assistant continued to provide consistently outstanding service and support to the entire crew, embarked staffs and air wing. The Command Security Manager office was transferred back to Operations Department.

#### CO and XO Administrative Offices

Personal Awards are key to good morale and a very effective way for the command to recognize dedicated and hard working Sailors onboard "ABE". Over 395 personal recognition awards were processed including 1 Legion of Merit, 9 Meritorious Service Medals, 55 Navy and Marine Corps Commendation Medals, 197 Navy and Marine Corps Achievement Medals, 89 Flag Letters of Commendation, and 44 Commanding Officer Letters of Commendation.

Another important key to good morale is great customer service. In 2004, we processed over 60 officer gains, 48 transfers, and 23 separations. These services accounted for 80 percent of our customer service based transactions.

Over 840 pieces of official outgoing correspondence were finalized and mailed from our administrative offices and over 1,700 pieces of correspondence tracked from initial input to completion over the course of 2004.

X-1 Division produced the Plan of the Day, disseminating 365 days worth of important policies, guidance, and information to the Officers, Chiefs and Sailors, critical to daily planning and operations. Additionally, as the primary communication link to the CO and XO, they supported and maintained contact with the Enlisted Spouse Group, Spouses of ABRAHAM LINCOLN Officers, ABRAHAM LINCOLN Ombudsman Team, as well as the Carrier Beach Detachment at Naval Station Everett.

We provided support to 18 Departments Heads, the Command Master Chief, the entire crew, as well as Commander, Carrier Strike Group NINE and Commander, Destroyer Squadron NINE and Carrier Air Wing TWO.

Developed a comprehensive electronic web-based Social Roster that linked photos, social information and biographies.

During CY 2004, the Command Career Counselor Division coordinated over 350 reenlistments and processed over \$3,500,000 in Selective Reenlistment Bonuses (SRB). They submitted over 1,800 personnel action requests supporting Sailors career options and over 500 Transition Assistance Program (TAP) requests. Additionally, the division conducted eight Career Information Team Brief (CARIT) for over 200 LINCOLN Sailors who were unable to attend TAP Class.

#### Personnel Office

The Personnel Office underwent an unannounced comprehensive audit and site examination of the Personnel/Disbursing operations by Fleet Evaluation Group (FEG) inspection team. An overall grade of "Outstanding" was assigned at its conclusion.

Represented ABRAHAM LINCOLN at the Carrier Strike Group Manning Conference at the Enlisted Personnel Management Center (EPMAC) in New Orleans, LA. Close liaison with EPMAC and detailers allowed for 95 percent personnel manning for Fleet Response Plan Surge deployment.

Personnel Division led the department in individual professional achievement with five ESWS qualifications, two EAWS qualifications, two Command Advancement Program selections and a 90 percent advancement rate on Navy-wide



Advancement Exams. The division executed 650 separations from active duty and 585 permanent change of station transfer orders.

As the merger of the Personnelman and Disbursing Clerk rating merger approached, the Personnel Division and Disbursing Offices integrated PNs and DKs into their respective work centers full time to allow for a smooth transition when the rating merger is implemented in 2005

#### Educational Services Office (ESO)

In CY04, The Educational Services Office administered over 2867 rating exams and achieved an overall advancement rate of 57.07 percent. 723 ABRAHAM LINCOLN Sailors were advanced to the next pay grade.

#### Cycle 185 (November 04)

E8 ELIGIBLE: 97	SELECTED: 0*	0% (Navy average: 0%)
E9 ELIGIBLE: 15	SELECTED: 0	0% (Navy average: 0%)

\*Board convenes:

#### Cycle 184 (September 04)

E-6 ELIGIBLE: 176	SELECTED: 32	60.2% (Navy average: 60.7%)
E-5 ELIGIBLE: 537	SELECTED: 92	59.1% (Navy average: 58.6%)
E-4 ELIGIBLE: 575	SELECTED: 261	55.6% (Navy average: 55.8%)

#### Cycle 183 (March 04)

E-6 ELIGIBLE: 140	SELECTED: 28	57.9% (Navy average: 59.5%)
E-5 ELIGIBLE: 613	SELECTED: 80	57.5% (Navy average: 57.9%)
E-4 ELIGIBLE: 494	SELECTED: 95	53.3% (Navy average: 55.4%)

#### Cycle 182 (January 04)

E7 ELIGIBLE: 220	MADE BOARD: 135	55.9% (Navy average: 56.1%)
------------------	-----------------	-----------------------------

ESO oversaw the advancement and off-duty educational needs for the ship's crew, embarked air wing and staffs. Specifically:

- Administered over 2867 advancement exams.
- Submitted 77 United States Military Apprenticeship Program (USMAP) packages to Commander, Naval Education and Training (CNET), which resulted in these Sailors being able to transfer their skills into civilian occupation specialties.
- Provided DANTES sponsored tests for CLEP, ACT, SAT, and pre-GED to hundreds of students.
- Handled materials for dozens of courses and proctored hundreds of exams for Sailors engaged in distance-learning courses.
- Organized an education fair, at which 10 local colleges and universities were represented, for the crew of CVN-72.
- Processed 5 STA-21 candidate packages and 13 LDO/CWO candidate packages for their submission to the respective selection boards.

#### Drug and Alcohol Program Advisor (DAPA)

More than 320 Sailors were provided PREVENT, and 1,050 junior Sailors completed AWARE training.

#### Equal Opportunity Advisor (EOA)

Assisted the LINCOLN Carrier Strike Group, embarked air wing and staffs, with Equal Opportunity questions, training, and command assessments. Trained over 3,000 Sailors on Sexual Harassment Training, Diversity awareness, and opened the EO doors to any sailor wishing for one on one personal Equal Opportunity Training. Provided Equal Opportunity awareness to all new Junior and senior Sailors during command's Junior and Senior Indoctrination Programs.

#### **AIR DEPARTMENT**

##### **1. Command Organization**

##### **a. Air Officer**

01 Sep 04 - 01 Jun 05      CDR David Fuhrmann

b. Assistant Air Officer

01 Aug 04 - Present

CDR Jay Ballard

2. The Air Department continues to be the finest in the fleet, with the hardworking Division Officers leading the charge to support ongoing operations. The divisions achieved astounding accomplishments in maintenance and material upkeep including the following:

a. V-1 has performed over 1,116 aircraft elevator operations, 3,500 safe and efficient aircraft launch and recoveries during high tempo flight operations in support of SURGE deployment. Additionally 1,650 helicopter sorties during Operation Unified Assistance delivered over 3.1 million pounds of life saving supplies to the tsunami stricken country of Indonesia. Post deployment upkeep included monitored quality assurance of non-skid application to 27% of the flight deck encompassing 50,000 square feet. Additionally, the division has completed the refurbishment of 17 light locker tops, 65% of all flight deck coaming, all crash and salvage hose baskets and hose reel stations, 5 division spaces and 30,000 sq. ft. of the island structure.

b. V-2 Division successfully completed 3,500 safe and efficient aircraft launch and recoveries during high tempo flight operations in support of SURGE deployment. Additionally the divisions superb maintenance efforts resulted in 28,267 separate Planned Maintenance requirements with 99.5% recorded accomplishment rate. Other major maintenance efforts included repair and overhaul of 36 major ALRE components including 2 constant run out valves and four arresting gear re-reeves. 215 V-2 personnel completed training resulting in more than 300 PQS watch station qualifications.

c. V-3 Division conducted an extremely successful Surge Deployment, performing flawlessly in support of Operation Unified Assistance. Over the course of the 140-day surge deployment, Hangar Deck Aircraft Handlers completed 2,519 aircraft moves and 1116 elevator evolutions without a single reportable incident. The division also supported 106 aircraft jacking evolutions, 85 wing spread spots, and 29 low power turns. While not engaged in supporting flight operations, V-3 was either training or rehabilitating divisional spaces. During the reporting

period V-3 qualified 6 new aircraft directors and the Air Department Training Team conducted 14 Aircraft/Aviation Fueling Station fire drills. Hangar Bay personnel painted 19 divisional spaces, including Hangar Bay Two to support Abraham Lincoln Change of Command.

d. Following Flight Deck Certification the "Fighting Grapes" of V-4 Division handled 16,230,687 gallons of JP-5 by safely and efficiently receiving 8,113,022 gallons of JP-5 via 13 underway replenishments and V-4 Division issued 8,117,685 to aircraft during the 140-day surge deployment and the subsequent tsunami relief effort to Sumatra (OPERATION: Unified Assistance) without mishap.

### **Aircraft Intermediate Maintenance Department (AIMD)**

During the first quarter of CY 2004 AIMD Department was heavily involved with completing DPIA projects. The Department completed 110 tile jobs, completely rebuild five berthing compartments associated heads, redesigned and upgraded electronic equipment in 12 Squadron Ready Rooms, and incorporated three new maintenance repair benches that upgraded the Departments repair capability.

Deployed for 76 days during CY04, maintenance and upkeep of the weapon systems was crucial to the success ABRAHAM LINCOLN carrier readiness during "surge" WESTPAC 2004. AIMD maintained all 293 complex avionics benches at an availability rate of 92.7 percent. AIMD performed over 1,893 maintenance actions and achieved an impressive 73.2 percent repair rate, the highest rate of any CNAP CV deployed.

Utilizing the new Jet Engine Test Instrumentation (JETI) system, AIMD Power Plants was able to repair and successfully test 9 F414/F404 engines valued at \$27.5 million. AIMD also issued 19 engines which was instrumental in CVW-2's ability to maintain high fully mission capable rates.

Repair Division and AIMD established one of the most capable BFIMA on record. Performing 2,713 maintenance actions in support of the Strike Group, ABRAHAM LINCOLN's BFIMA team ensured total mission success of all units within the Strike Group.

Department completed an Aviation Maintenance Inspection (AMI) conducted by COMNAVAIRPAC Aviation Maintenance Management Team (AMMT) 15 - 18 October 2004. Inspection resulted in Department receiving an overall grade of "satisfactory."

Support Equipment Division in conjunction with AIMD's Quality Assurance (QA) submitted HMR/EI RCN R21297-04-0042, which led to the determination that A/S32A-31A/B Tow Tractors in the Fleet may have incorrect Thrust Bearings (P/N MS17169-9) installed, and therefore require lubrication more frequently than every 728 days as required by current MRC's. Thrust Bearings P/N MS17169-9 used in the front axle assembly of the A/S32A-31A/B Tow Tractor were not replaced with P/N 3337AS625-1 as required during the last CILOP. Due to the lack of lubrication, incorrect thrust bearings can deteriorate and release internal roller bearings, which could create a severe FOD hazard and result in FODDED Engines, loss of aircraft and or Aircrew. A Failure Analysis Service Technology (FAST) inspection was conducted on VFA-151's engine S/N 360350, which confirmed the source of FOD was a Tow Tractor Trust Bearing. AIMD QA's HMR/EI led to the FST and NAVICP initiating a procurement of the correct Thrust Bearing (P/N 3337AS625-1) for the front axle assembly. A SEB is in the works to replace incorrect Thrust (P/N MS17169-9) and is expected to be released in March 2005.

AIMD QA performs a critical function in the performance of quality maintenance. In FY04, AIMD's Q/A Division performed the following:

Audits performed:

Program audits:	52
Work Center Audits:	31
DTPL Audits:	76
CDI Monitors:	<u>95</u>
Total:	254

NAMDRP reports submitted

TPDR	5
EI	10
QDR	2
CODR	5
HMR	<u>2</u>
Total	24

Cost avoidance of Quality Deficiency Reports (QDR's):  
\$8698.00

Technical Directives issued: 458  
Publication changes issued: 1200

At the industrial facility in Everett, WA, AIMD Support Equipment (SE) Division completed the re-work of 1,121 pieces of aircraft SE. All SE has been completely disassembled and rebuilt using new consumable parts. The Support Divisions manpower saved the Navy over \$653,000 and restore the material condition of all SE assets.

Support Equipment provided a 94 percent availability rate with zero sorties missed due to unavailability.

SEA OP DET provided the necessary skills to support CVW-2 from Whidbey, Lemoore, Beaufort, Point Mugu, and North Island AIMDs. A total of 109 Sailors joined the AIMD team and were key in building the Navy's finest AIMD.

- Repaired and made Ready-For-Issue 7,231 repairable items, Valued at \$62,505,246
- Processed over 8146 maintenance items between January 2004 and January 2005 in support of Carrier Air Wing TWO and the Battle Force Intermediate Maintenance Activity (BFIMA) program for ABRAHAM LINCOLN Battle Group assets.
- Supported 10,564.1 Carrier Air Wing flight hours, 3678 sorties.
- RFI'ed (4) F404, (3) AB Modules. Issued 19 engines for ten different type model series aircraft. Nine F404-GE-402, five T700-GE-401C, two J52-P-408A, two F414-GE-400, one T56A-427.
- Total Man Hours = 100,581 / Total Items Processed = 42,541
- Total ExReps = 4,838 (Pri 1)
- Total Turnaround Time = 5.6 days
- Maintained lowest Broad Arrow numbers in the fleet at 1.8 avg.
- Performed rehab on over 166 spaces
- Lon Matted 44 Spaces improving overall functionality and appearance.
- Refurbished 8 Heads increasing the overall quality of life for the Sailors.

- Re-painted 123 Spaces in AIMD during the first 5 months of 2004.
  - 260 Ships Company personnel/ 133 SEAOPDET personnel.
- Aircraft Intermediate Maintenance Department (AIMD)

- Repaired and made Ready-For-Issue 4,334 repairable items, achieving a 66.7 percent repair rate. Valued at \$43,511,827.93.
- Processed over 7,375 items between October 2004 and January 2005 in support of Carrier Air Wing TWO and the Battle Force Intermediate Maintenance Activity (BFIMA) program for ABRAHAM LINCOLN Battle Group assets. 2,713 RFI'ed with a 61.9 percent RFI rate.
- Supported 10,564.1 Carrier Air Wing flight hours, 3678 sorties, resulting in a 94.0 percent sortie completion rate, Airing aircraft maintained a 81.1 Mission Capable Rate and a 76.9 Full Mission Capable Rate.
- RFI'ed (4) F404, (3) AB Modules. Issued 19 engines for ten different type model series aircraft. Nine F404-GE-402, five T700-GE-401C, two J52-P-408A, two F414-GE-400, one T56A-427.
- Total BCM's by type:
 

1 - 1,784
2 - 3
3 - 1
4 - 27
5 - 50
6 - 1
7 - 458
8 - 31
9 - 140
Total = 2,495
- Total Man Hours = 166,481.6 / Total Items Processed = 35,788
- Total ExReps = 2,222 (Pri 1)
- Total Turnaround Time = 3.3 days
- Qualified 146 EAWS, 14 ESWS.
- 32 re-enlistments for 128 years of total service and \$448,000 worth of SRB. Received COMPACFLT honor roll for retention, with a rate of 90.0 percent.
- Scheduled 20 schools.
- Awarded the Department Of Defense Maintenance Award for 2004.

## **COMBAT SYSTEMS**

### **TELECOMMUNICATIONS DIVISION (CS-1)**

During a Dry Docking Planned Incremental Availability (DPIA) CS1 Division completed 60 antenna maintenance jobs and 33 projects that improved the habitability of five shipboard living spaces. Communications Division also completed a very successful CART II, TSTA, FEP and a comprehensive CCC-19-SF Communication Assessment, receiving an overall ISIC grade of 97.0, in preparations for an emergency surge deployment.

During a SURGE deployment, ABRAHAM LINCOLN monitored and maintained 250 tactical voice and data circuits supporting COMALSGSRKGRU Nine, CARRIER AIR WING TWO, COMDESRON NINE and 7 embarked commands while flawlessly processed over 560,000 messages.

Additionally, Communications Division was key in the ship and staff completing several highly intense and complicated SLAMEX exercises and 11 Communication Control Ship exercises. Their intense efforts resulted in the command earning a final rating of B1, the highest obtainable rating possible, during IWGT (Integrated Warfare Group Training).

Communications Division completed the following installations:

- NAVMACS SMS
- DMS Afloat
- Upgrade to EMS
- CAW
- JTT

Additionally, CS1 Division successfully met the following milestones:

- Completed DGSIT with emphasis on grooming and validating operation of the following:
  - o 5KHZ Modems
  - o BF E-Mail
  - o DAMA
  - o HFRG
  - o EHF
  - o DSCS
  - o CWSP



## **COMMUNICATIONS MAINTENANCE DIVISION (CS-2)**

### **Personnel Gains (E-7 & Above)**

ETCS Delaney

### **Personnel Losses (E-7 & Above)**

ETCS Parsons  
ETC Hernandez

### **Advancements**

ET3 Hayes

### **Inspections and Qualifications**

CART II  
TSTA 1,2,3  
FEP

### **Major Repairs Completed**

AN/WSC-6 DSCS  
AN/WSC-8 CA III  
AN/USC-38 EHF  
AN/USQ-123 CHBDL

## **AUTOMATED INFORMATION SYSTEMS (AIS) DIVISION (CS-3)**

Automated Information Systems Division also completed a successful DPIA with the following installations:

- Refreshed over 1000 NIPRNET computers.
- Completed the installation of a new server suite in support of the UNCLASSIFIED LAN.
- Completed the installation of the Embarkable Server suite to support CVW when they migrated from shore to an afloat platform.
- Rerouted and configured the TOPSIDE SOMS and ABENET to the backbone; significantly increasing speed and resolving network connectivity issues through edge switches.

Additionally, CS3 Division completed the following:

- Successfully completed CNVA.

- Completed the semi-annual RITA inventory of over 3,000 AIS assets.
- Worked closely with reporters during the Indonesian Tsunami crisis, setting up e-mail accounts and ensuring the reliable and consistent flow of information from the Lincoln.

## **INTERIOR COMMUNICATIONS DIVISION (CS-5)**

### **Personnel Gains (E-7 & Above)**

ICC Orbaugh

### **Personnel Losses (E-7 & Above)**

LT Teamey  
ETC English

### **Personnel Gains (E-6 & Below)**

IC1 Palomo

### **Personnel Losses (E-6 & Below)**

IC2 Benzenhoffer

### **Advancements**

IC1 Noel  
IC2 Allen  
IC3 Breckenridge  
IC3 Matthews  
IC3 Vincent  
IC3 Barcklay (CAP)

### **Off-Ship Support Provided**

SCDS Tech support from L3 Communications Henschel

### **Inspections and Qualifications**

CART II  
TSTA 1,2,3  
FEP  
IC2(SW) Norman Qualified ESWS  
IC1(SW) Noel Qualified CSOOW

### **Major Repairs Completed**

Pitsword  
TV DTS  
Video Tele-Training (VTT)  
SCDS Monitor OOD Station  
SCDS Monitor in CO's At-Sea Cabin  
TFCC Video Wall UPS

### **Installs**

Secure Video Distribution System (SVDS)  
PCS Telephone System  
TFCC Video Wall Update  
VTC Equipment Upgrade

### **Public Relations Events**

Family Video Tele-Conference sessions (250 families thru 31 DEC 2004)

### **SURVEILLANCE AND CONTROL DIVISION (CS-6)**

#### **Personnel Gains (E-7 & Above)**

ETCS (SW) Samuel Delaney (LCPO)

#### **Personnel Losses (E-7 & Above)**

ETCS (SW) Samuel Delaney (LCPO) To CS-2 Division

### **Advancements**

LT Wilson  
ET1 (SW) Collier  
ET2 Ziuchkovski  
ET2 (SW/AW) Dent STA-21  
ET2 (SW) Bell STA-21  
ET3 Senary  
CNAP Air Traffic Technician of the Year Selectee  
CS Sailor of the Quarter 4th QTR  
CS Junior Sailor of the Quarter 4<sup>th</sup> QTR  
2 ESWS  
5 EAWS

### **Major Repairs Completed**

Corrected 15 CASREP's  
Repaired 10 faults in the AN/SPN-46 (V) 3.  
Repaired faulty AN/UQN-4 Fathometer connector.

Repaired faulty AN/URN-25 (V) Tactical Air Navigation System.  
Troubleshoot/refurbished ECDIS, saving \$30K in system upgrade costs.  
Replaced two faulty transmitters and aligned Azimuth Data Processor in the AN/SPN-41 Approach Radar.  
Repaired video cable fault to METRO SPA-25.  
Installed NAVSSI upgrade.  
Installed UPX-38 IFF upgrade.  
Painted Island, Main Mast, and SPS-49 Tower.  
Completed 77 SF DPIA jobs accounting for 14,430 Total Man hours.  
Completed CSRA Phase I and Phase II.  
Completed Dock trials.  
Completed 5 days of Fast Cruise.  
Completed TACAN Certification June 2004.  
Completed PALS Certification June 2004.  
Corrected NAVSSI Digital converter box connectors.  
Corrected SINS to GCCS-M data input.  
Corrected faulty DAIR video.  
Replaced DAIR Tape deck module  
Corrected RADDS Video output fault.  
Corrected ECDIS video distribution fault.  
Completed approx 2,000 ferry commutes totaling approx 8,000 hours.  
Completed IDTC / FEP.  
DEPLOYED SURGE OPS.  
Voyage DEPOT Level repair of SPS-49 (Antenna Change-out).  
WSN-7 GYRO IMU Replacement.  
SPS-49 KLYSTRON Replacement.

#### **Public Relations Events**

Supported Columbia Pictures film crew by RADAR emissions control.

#### **COMBAT SYSTEMS SHIP'S SELF DEFENSE (CS7)**

#### **Personnel reported on board this year:**

LT Schine, Nichol  
FC1 Betz, Michael  
FC3 Blanco, Christian  
FC3 Crowe, William  
FC2 Dagdagan, Edgardo  
FC1 Duffy, Robert  
FC3 Erlanson, Jeffery  
FC1 Fennel, James

FC3 Friudenberg, Jonathon  
FCSN Harrison, Jennifer  
FC2 Kemp, Jack  
FC3 Lewis, Lantz  
FC1 Lewis, Thomas  
FC3 Martin, Mathew  
FC1 Moore, Richard  
FC3 Sizemore, Esther  
FC3 Silovich, David  
FC2 Thoreson, Justin  
FC3 Wilson, Larry

**Personnel Lost this year:**

FC2 Jacob, Robert  
FC2 Silva, Rafael  
FC3 Wilson, Larry  
FC2 Johnstone, Erica  
FC3 Thompson, Jeremiah  
FC3 Powers, Jacqueline  
FC1 Coccimiglio, Shad  
FCSN Murray, Teriney  
FC1 Etter, John  
FCSN Andrisek, William  
FC1 Look, Jermey  
FC3 Tamblin, Justin

**Personnel Advanced:**

FCC Moore, Richard  
FC2 Sizemore, Esther  
FC2 Blanco, Christian  
FC1 Look, Jeremy  
FC2 Wolfe, James  
FC2 Garcia, Victor  
FC2 Craig, Joseph  
FC2 Gude, Melissa  
FC2 Griffin, Jason  
FC2 Postl, Cory  
FC2 Shandy, Amy  
FC2 Postl, Cory

**Special Qualifications Qualified:**

FC3 Gregory, Rose - Enlisted Surface Warfare Specialist  
(ESWS)

**Re-Enlistment's:**

FC2 Silva, Rafael

**Exercises Completed:**

CIWS - Gun Firing Cutouts Verified By Dahlgren	MAY 04
CIWS - CIWS PACFIRE, Successful	JUN 04
CIWS - Detect, Track, and Engage (DTE)	JUN 04
CIWS - CIWS PACFIRE, Successful	JUN04
CIWS - Detect, Track, and Engage (DTE)	AUG04
CIWS - CIWS PACFIRE, Successful	AUG04
CIWS - CIWS PACFIRE, Successful	SEP04
CIWS - CIWS MT 23 TDU Shoot, Successful	SEP04
CIWS - CIWS PACFIRE, Successful	SEP04
CIWS - CIWS PACFIRE, Successful	OCT04
CIWS - CIWS PACFIRE, Successful	DEC04
CIWS - CIWS PACFIRE, Successful	DEC04
CIWS - Detect, Track, and Engage (DTE)	DEC04
NATO - AW-10-SF	AUG 04
NATO - AW-10-SF	SEP 04
NATO - AW-11-SF	AUG 04
NATO - AW-11-SF	SEP 04
NATO - AW-24-SF	SEP 04
NATO - AW-24-SF	SEP 04

**Inspections Completed:**

CIWS - CSPAT Completed SAT	
CIWS - Completed COSAR on ALL CIWS Ammunition Magazines (MAY)	
CIWS - ATG Assessment of CIWS Capabilities (AUG/SEP04)	
NATO - LERP	
NATO - CSPAT	
NATO - NATO CERT Phase I	
NATO - NATO Cert Phase II	
NATO - NATO Certification	
NATO - TSTE I	
NATO - TSTE II	
NATO - TSTE III	
NATO - FEP	
TAS -	
TAS - LERP	
TAS - CSPAT	
TAS - TSTE I	
TAS - TSTE II	
TAS - TSTE III	
TAS - FEP	
SPS-48E - Radar Track Discriminator installation inspection.	
ACDS - CSPAT Completed SAT	APR04
ACDS - BGSIT Completed SAT	SEP04

DCPO - CART I  
DCPO - CART II  
DCPO - TSTE I  
DCPO - TSTE II  
DCPO - TSTE III  
DCPO - FEP

**Work Center Accomplishments:**

CIWS - Completed refurbishment of CIWS MT 23 Equip Rm  
CIWS - Completed refurbishment of CIWS MT 24 Equip/Cntrl Rm  
CIWS - Inventoried and Documented Ready Spare Service Parts  
CIWS - Successful PACFIRE on ALL 4 CIWS Mounts  
CIWS - Successful DTE on ALL 4 CIWS Mounts  
CIWS - Successful PACFIRE on ALL 4 CIWS Mounts  
CIWS - Detect, Track, and Engage (DTE) (AUG)  
CIWS - Successful PACFIRE on ALL 4 CIWS Mounts (AUG)  
CIWS - Successful PACFIRE on ALL 4 CIWS Mounts (SEP)  
CIWS - MT 23 TDU Shoot, Successful (SEP)  
CIWS - Successful PACFIRE on ALL 4 CIWS Mounts (SEP)  
CIWS - Successful PACFIRE on ALL 4 CIWS Mounts (OCT)  
CIWS - Successful PACFIRE on ALL 4 CIWS Mounts (DEC)  
CIWS - Successful PACFIRE on ALL 4 CIWS Mounts (DEC)  
CIWS - Detect, Track, and Engage (DTE) (DEC)

**NATO 1: (JAN)** Prepped Sponson For Painting. Painted Cabinet Doors In Radar Rooms And Launcher Equipment Room. Launcher Reattached To Pedestal. Directors Reattached. **(FEB)** Launcher Cell-Covers Were Located, Silicone Applied To Seals, And Installed On Launcher.

**NATO 2: (JAN)** Painted Cabinet Doors In Radar Rooms And Launcher Equipment Room. Launcher Was Reattached To Pedestal. Directors Reattached.

**(FEB)** Launcher Cell-Covers Were Located, Silicone Applied To Seals, And Installed On Launcher.

**NATO 3: (JAN)** Painted Cabinet Doors In Radar Rooms And Launcher Equipment Room. 3b Director Reattached.

09 Level Director Sponson Was Resurfaced With Non-Skid.

SPS-48E - Paint Radar Room 1 Pump Room.

SPS-48E - Rehab of the CSO office.

SPS-48E - Completion of Antenna painting.

ACDS - Completed Refurbishment of ACDS Computer Room

ACDS - Completed Refurbishment of Radar Switchboard Room #1

ACDS - Completed Refurbishment of Squadron Paraloft and Maintenance Office

ACDS - Completed Refurbishment of Autostancion Room #2

DCPO - Maintain and repair damage control fittings, doors, and dc equipment in 45 division spaces.

**AWARDS:**

FC3 Erlanson - LAO (CO)  
FC3 Friudenberg - LAO (CO)  
FC3 Jones - LOC (Flag)  
FC3 Tufarelli - Good Conduct  
FC3 Anfinson- Good Conduct

**Parts Replaced/Casualties Repaired:****CIWS****1. MT 21:**

Replaced faulty Train Swivel Joint (ALL/JAN)  
Repaired stub shaft rotor (Leuenberger/Lewis/FEB)  
Replaced Nitrogen Accumulator Bottle (Leuenberger/FEB)  
Replaced Liquid to Liquid Heat Exchanger Coolant Hose  
(Thoreson/Wilson/MAR)  
Mount train Synchro replaced and aligned  
(Thoreson/Lewis/Wilson/MAY)  
Elevation brake release switch replaced  
(Leuenberger/Thoreson/MAY)  
Replaced Barrels with Incorrect part numbers, to the  
correct type (Thoreson/Lewis/Wilson/MAY)  
Mount train synchro replaced (Thoreson/Wilson/Lewis/JUN)  
Radome Heater Blower Fans  
Replaced (Thoreson/Lewis/Dagdagan/AUG)  
Leaky Hydraulic Hose Replaced (Thoreson/Dagdagan/OCT)

**2. MT 22:**

Replaced faulty Train Swivel Joint (ALL/JAN)  
Replaced Elevation Swivel Joint  
(Thompson/Silva/Corell/FEB)  
Replaced Weather Boot (ALL HANDS/FEB)  
Replaced Scan Drive DC Torque Motor  
(Leuenberger/Silva/Corell/Garcia/FEB)  
Replaced 2A7A5 CCA (Crelly/Thompson/MAR)  
Replaced Local Control Panel Power Supply  
(Thompson/Crelly/Gregory/Preciado/MAY)  
Replaced Barrels with Incorrect part numbers, to the  
correct type (Crelly/Thompson/Crowe/MAY)  
Chilled Water Flow Gauge Vane and Magnet Assy. Replaced  
(Crelly/Crowe/NOV)  
Faulty 2A3 Power Supply Replaced (Crelly/Crowe/NOV)  
Faulty Vertical Reference Unit Replaced (Leuenberger/DEC)

**3. MT 23:**



Replaced faulty Train Swivel Joint (ALL/JAN)  
Replaced Faulty Elevation Firing Cut-out switch.  
(Powers/Gregory/MAY)  
Replaced faulty Track RIG Assembly. (Powers/Gregory/MAY)  
Replaced faulty WADS Compressor (Powers/Gregory/JUN)  
Discovered Crack in Waveguide coming out of Klystron.  
Part on Order.  
(Powers/Johnstone/Gregory/Sizemore/Thoreson/Wilson/Preciado/JUN)  
Replaced faulty Track Rig (Powers/Gregory/JUN)  
Search Platform swapped with 24 during fault isolation of  
Search Platform Stabilization Fault on 24 (Whole  
Workcenter/JUN)  
Discovery of Faulty Hydraulic Elbow Joint by Swivel Joint  
in Train (Powers/Gregory/JUN)  
Power Deviation Monitor Replaced (Gregory/Preciado/NOV)  
Power Deviation Monitor Control CCA Replaced  
(Thoreson/Gregory/NOV)  
2A15CB1 Circuit Breaker Replaced (Blanco/Gregory/NOV)  
2A3 Drawer Blower Replaced (Gregory/DEC)

#### **4. MT 24:**

Replaced faulty Train Swivel Joint (ALL/JAN)  
Replace TIS Cable (Johnstone/Sizemore/Preciado/MAR)  
Replace 2A7A2 CCA (Johnstone/Sizemore/Preciado/MAR)  
Replaced WADS tower. (Johnstone/MAY)  
Replaced Vertical Reference Unit (Johnstone/Preciado/MAY)  
Replaced Barrels with Incorrect part numbers, to the  
correct type (Johnstone/Preciado/Sizemore/MAY)  
Replaced the 2A11A14 CCA During Mount Antenna  
Stabilization Fault  
(Johnstone/Sizemore/Preciado/Gregory/JUN)  
Replaced WADS Tower  
(Johnstone/Sizemore/Preciado/Gregory/JUN)  
Search Platform swapped with 23 during fault isolation of  
Search Platform Stabilization Fault (Whole  
Workcenter/JUN)  
Vertical Reference Unit Replaced (Blanco/Gregory/DEC)  
Search Rig Replaced (Duffy/Blanco/Gregory/DEC)

#### **NATO**

5. **NATO 1: (FEB)** Radar Cutout Switches 1a And 1b Replaced.  
Fractured Launcher 1 Cable Was Replaced.  
Malfunctioning Train Motor In Launcher 1 Was Replaced.  
Liquid Coolers 1a And 1b Were Flushed And Bled.

(MAR) Filament Power Supply Replaced In Transmitter 1b.  
(APR) 13a2a36 Cca Replaced (1a)  
14a2a33 Cca Replaced  
Sdp 1b 4n9a3 Cca Replaced  
13a5 5.5vps Replaced  
11a1a2s2 Waveguide Switch Replaced.  
(MAY) Replaced 1b Sdp Cca 4n9a3  
Transmitter 1b Waveguide Switch 12a1a2s2 And Waveguide  
Section 12a1s2dc4  
Rsc 1a 5a2a155 Cca  
Unit 1 Mk 157 Computer Cca P/N 2894040 And Cca P/N  
2894059.  
(JUN) Replaced If Module (Sdp 1b)  
2 Waveguide Switches (Transmitter 1b)  
Sma Connector (Transmitter 1b)  
2 Master Oscillator Power Supply's (Transmitter 1b And  
1a)  
3a2a55 Cca (Rsc 1a)  
1a1 Computer A15 & A21 Cca's  
1b S3 And S4 Flow Switches.  
(JUL) Installed Nulling Loop Receiver Can And Pre-Amp  
Can (Receiver 1b)  
5a2a112 (Rsc 1a)  
Cca 6a2a139 (Rsc 1a)  
9a7a10 Uhf Oscillator (Receiver 1b)  
(AUG) Installed 6a3a9 Cca (Rsc 1b)  
Foc "Next" Pbi  
1a Sdp 3n12a18 Cca  
1a Rsc Cca  
(SEP) Installed Llltv W88 Cable 1a  
Sdc 12vdc P.S.  
Sdc 15vdc P.S.  
Sdc 2a7a3 Cca  
Sdp 1b 4n12a20 Side Video Cca  
Sdp 1b Ckt Brkr  
Sdp 1b Tubeaxial Fan  
Sdp 1b Sfc Transformer  
(OCT) Llltv Rewire  
1b Chopper Replaced  
Replaced Demineralizer Cartridges In 1a And 1b  
Replaced 1b Klystron Power Supply  
(NOV) Replaced 1a Klystron Power Supply  
Replaced 1b Filter Rectifier  
Replaced Amplifier-Mixer In 1b  
Replaced 1a Power Supply Klystron  
Replaced 15t8 Transformer In 1a  
Replaced 1a Signal Comparator

Replaced 1a Chopper  
Replaced Launcher 1 Diode Assembly  
Replaced 1a Power Supply Klystron  
(DEC) Replaced 1b Amplifier-Mixer Assembly  
Replaced 1a Crystal Oscillator.

**6. NATO 2: (FEB)** Radar Cutout Switches 2a And 2b Were Replaced.

09 Level Director Sponson Was Resurfaced With Non-Skid.  
Liquid Cooler 2a Was Flushed And Bled.

(MAR) Klystron Replaced In Transmitter 2b.

+/-35/100 Vdc Power Supply In Foc 2 Replaced. (2x)

(APR) Xmtr 2b Klystron, Flow Switch (1)

Connector Plugs (2)

Copper Tubing Replaced.

Foc 2 Blower Fan 19a2b4 Replaced.

Transmitter 2a 13a2a33 Cca Replaced.

(MAY) Replaced Foc 2 Surface/Air Indicator Light  
19a11a10.

(JUN) Replaced Filament Power Supply (Transmitter 2a)

Klystron Electron Tube (Transmitter 2b)

Master Oscillator (Transmitter 2a)

Flow Switches S3 And S4 (Transmitter 2a And 2b)

If Module Connector (2m)

(JUL) Installed 15a3 Chopper And 15a4 Filter-Rectifier  
(Transmitter 2a)

Rcvr Power Supply (Receiver 2a)

22a6a1 Cca (Launcher 2)

(AUG) Installed 2b Rsc 400hz Ckt Brkr

Foc Line Generator Amp Cca's (3)

(SEP) Installed L11tv W88 Cable 2a

(OCT) L11tv Rewire

2b Filter-Rectifier Replaced

(NOV) Replaced 2b Chopper

Replaced 16t8 Transformer In 2b

Replaced 2b 11a1v1 Electron Tube

Replaced 2b Filter Rectifier

Replaced 2b Static Power Inverter

Replaced 2b Klystron Power Supply

(DEC) Replaced Sdp 2b +5vdc Power Supply

Replaced 2b Power Supply Klystron

**7. NATO 3: (FEB)** Radar Cutout Switches 3a And 3b Were Replaced.

Liquid Cooler 3a Was Flushed And Bled.

(APR) Launcher 3 Dcu Replaced.

Xmtr 3b Flow Switches (2)

Connector Plugs (2)  
 And Elevation Test Synchro  
 Copper Tubing And Crystal Oscillator Replaced.  
 (JUN) Replaced Mops (Transmitter 3b),  
 25 Vdc Power Supply (Transmitter 3b),  
 Flow Switches S3 And S4 (Transmitter 3b),  
 Filter Rectifier (Transmitter 3b),  
 Electronic Chopper (Transmitter 3b)  
 (JUL) Installed 5a4 Cca (3a Llltv),  
 5a1v4 Electron Tube (Rsc 3a),  
 13a8a3 Crystal Oscillator (Transmitter 3a)  
 17a1 Rotary Pump (Transmitter 3a)  
 11a1v2 Master Oscillator (Transmitter 3a)  
 (AUG) Installed 12a1v1 Klystron Tube (Transmitter 3b)  
 3a Liquid Cooler Main Line Filter  
 3b Filter-Rectifier, 3b Static Power Inverter  
 3b Klystron Tube.  
 (SEP) Installed Llltv W88 Cable 3a  
 3b Paps  
 3b Chopper  
 3b Power Inverter  
 3b Paps Cable Assembly  
 (OCT) 3a Klystron Replaced  
 3a Liq Cooler Pump Replaced  
 (NOV) Replaced 3a Coolant Pump  
 Replaced 3a Electron Tube  
 Replaced 3a Camera Monitor Cca And Line Deflection Pwa  
 Replaced 15t1 Current Transducer  
 Replaced 3a Rsc Electron Tube  
 Replaced 11a1v1 Electron Tube In 3a  
 Replaced 3b Crystal Oscillator  
 Replaced 3b Rotary Pump Unit  
 (DEC) Replaced 3a Filter Rectifier.

#### **TAS**

**Feb** Ground wire found soldered to +28VDC Power line in  
 Antenna Pedestal Assembly. Wire reattached to wire  
 shielding.  
**May** Leak in Transmitter Low Voltage Power Supply, hoses  
 tightened down.  
**Jun** Loss of 15VDC Power.  
 15VDC Power Supply Blower  
 28VDC Power Supply  
 Voltage Regulator CCA and Antenna Rotation Relay replaced.  
**Jul** Various fault symptoms observed on Stabilization and  
 Drive Control Power Distribution cabinet.

Cable box on antenna pedestal found to not be sealed properly causing water to get into a cable connector. Cable dried out system restored.

**Aug** Loss of Sweep on TAS Console.

Clock Generator and Trigger Converter Card replaced.

Loose cable found in Switchboard 1.

**Nov** Exciter RF Low discovered on Transmitter Control Unit.

Faulty Connector Pin in cable WP-22 inside Receiver/Exciter cabinet found.

**Dec** Flow switch for Dummy Load found faulty and replaced.

Flow switch for Transmitter found faulty and replaced.

#### **SPS-48E**

Replaced SYS-2 Power Supply x2.

Replaced Flow Sensor.

Replaced Scaling Amp CCA x2.

Repaired Oxygen Monitor.

Repaired faulty cable in Receiver.

Replaced Unit 1 RFA.

Replaced Final Stage Modulator.

Repaired three leaks in the SPS-48E Cooling System.

Replaced TCU Blower/Fan.

Replaced SYS-2 LCU Lamp.

Replaced SYS-2 RCU Light Insert.

Replaced 1500Hz Inverter.

Replaced STE Processor.

Replaced DC/DC Converter Module.

Replaced 2 Relay Cards.

Replaced Starters and Red filter sleeves for lights in Ready Room 6.

Replaced Vent Valve.

Replaced Differential Pressure Gauge.

#### **ACDS**

Replaced Read/Write Heads (12) for UYH-3

APR04

Replaced EMS Drive for C2P

APR04

Replaced TVM Batteries (12) for C2P

MAY04

Replaced Keyboard for ID OP Console

JUN04

Replaced Battery Module for USQ-69

JUN04

Replaced Anode Lead and CRT for AIC #1 Console

JUL04

Replaced Power Supply #2 for FAAWC Console  
 JUL04  
 Replaced Deflection Amplifier CCA for Surface D&T Console  
 JUL04  
 Replaced CED-BDU Ribbon Cable for ID OP Console  
 AUG04  
 Replaced 5000V Power Supply for FASWC Console  
 AUG04  
 Replaced Low-speed Video Preamplifier CCA for SSC Console  
 AUG04  
 Replaced 5000V Power Supply for AIC #1 Console  
 AUG04  
 Replaced Deflection Preamplifier CCA for SWCC Console  
 AUG04  
 Replaced A107 CCA for ASAC Console AUG04  
 Wires repaired in AIC #3 CRO AUG04  
 Replaced shorted 'Elapsed Time Meter' on Track Sup  
 AUG04  
 Replaced A119 CCA to correct no display on SSC Console  
 AUG04  
 Replaced Power Supply for Track Sup Console  
 AUG04  
 Replaced A220 CCA for CDB to correct sweep problem  
 AUG04  
 Replaced Vacuum Hose for RD-358A(V)  
 SEP04  
 Replaced Battery Module for USQ-69 SEP04  
 Replaced Buttons on TOP Console Trackball Assy.  
 OCT04  
 Replaced Low Voltage Power Supply for USQ-69  
 OCT04  
 Replaced CCAEP Unit for FASWC NOV04  
 Replaced ASTAB #21 in ASW Module NOV04  
 Replaced Blower Assembly for VSS  
 DEC04  
 Replaced A223 CCA in FASWC Console DEC04  
 Replaced ASTABS #21 and #1 (ASW and AW Modules)  
 DEC04  
 Replaced Power Supply #4 for AIC #1 Console  
 DEC04  
 Replaced Battery Module for C2P USQ-69  
 DEC04

#### DCPO

Replaced disposable filters in all recirc units.  
 Replaced nato-1 hatch scuttle assembly.

Replaced and unclogged nato-2 deck drain.  
Replaced and rehabilitated spider gear assembly in launcher-2 atd.  
Replaced and rehabilitated door assembly for nato control-2/3.  
Ordered and replaced pressure differential indicator for ac recirc unit in ciws-22.  
Replaced battle lantern bulbs and batteries.  
Replaced various parts in float coats and cranials.

#### TACTICAL - AUTOMATED INFORMATION SYSTEMS (T-AIS) DIVISION (CS-8)

CS-8 finished up a multi-million dollar overhaul in early spring, as ABRAHAM LINCOLN closed out an extremely successful DPIA. After expending thousands of man-hours, CS-8 was ready to light off and test all the ship's classified networks. Additionally, the Division played a major role in the successful embarkation of Commander Carrier Strike Group Nine (CCSG-9) and Commander Destroyer Squadron Nine (DESRON 9) in support of a compressed work-up cycle and surge deployment.

The following installations and/or upgrades took place over the past year:

Refreshed 261 SIPRNET computers.  
32 Global Command Control System - Maritime (GCCS-M) computers received the latest software upgrade.  
Replaced two antiquated stand-alone GALE LITE computers.  
The AN/SQQ-34 CV-TSC install established an independent server for ACDS data interface for ASW tactical operations.  
The Coalition Wide Area Network (COWAN) received an upgrade with two new enclaves 'J' and 'K' for expanded capabilities.  
The Air Combat Training System (ACTS) with software Air Combat Online Strike Fighter V1.0 replaced the older Strike Fightersystem.  
The Navy Mission Planning System (NavMPS) replaced the Tactical Aircraft Mission Planning System (TAMPS).

The ABRAHAM LINCOLN'S new T-AIS Suite was ready to be flexed during the work-up cycle. CS-8 proved competent in all three phases during the Computer Network Vulnerability Assessment (CNVA). Network intrusions were tracked and holes were patched preventing hackers from accessing classified information. CS-8 Division's versatility in

preparing for a condensed training cycle and ensuring two embarked staffs was nothing short of phenomenal. From DPIA to Surge Deployment 2004 in support of Tsunami humanitarian efforts, CS-8 has met all challenges and has far exceeded expectations. CS-8 is a team of exceptional technicians, very capable of mentoring one another and conscientious of command mission.

Additionally, the superb technical expertise of CS8 personnel was sought out by the staff (CCSG-9) and other ship's in ALSG WRT correcting critical problems related to SIPRNET.

### **Deck Department**

Maintaining ship's readiness during Surge deployment 2004 was a key factor to ABRAHAM LINCOLN'S success. Deck and Supply Department conducted over 20 underway replenishment (UNREP) evolutions transferring over 1200 pallets of stores, 1400 pallets of ammunition and 10 million gallons of JP-5 fuel. Their combined efforts ensured autonomous sustainability of the ship and air wing, while maintaining fully stocked magazines in support of combat operations.

Deck Department consists of three divisions with 141 personnel that are responsible for the upkeep and maintenance of the ship's sides and over 100 spaces. The department maintains and operates eight underway replenishment stations, ship's boats, the boat and airplane crane, and two anchor systems.

Deck Department sustained repeated casualties to underway replenishment station 21 in 2004. Casualties to the rig included a parted weak link during replenishment at sea evolutions with USS BENFOLD, loss of tension during underway replenishment with USS BENFOLD causing birdcage on #2 saddle whip and spanwire, and loss of tension during underway replenishment with USS SHILOH causing damage to two four foot sections of hose, #1 and #2 whip wires. The station sustained minimal damage in the first two incidents and required little more than two hours of repair in order to return it to a ready condition. Yet, damage during the UNREP with USS SHILOH was considerably more extensive. #1 whip wire was damaged beyond repair and required replacement to be fabricated. Repairs were completed in 44 hours.



During DPIA 03-04, 1<sup>st</sup> Division overhauled 28 divisional spaces, both port and starboard anchors and anchor chains and received the Port RHIB back onboard. Between April 2004 and February 2005 Lincoln's 1<sup>st</sup> Division dropped and recovered the Port anchor 5 times and the Starboard anchor 3 times. Painted murals commemorating September 11th were added to the forecandle as well.

2<sup>nd</sup> Division completed the majority of the repairs to STA 21 during 2004 as well as completely refurbishing 8 spaces including the fantail. The division also conducted several MOB RHIB recovery exercises and received a barge along the stern dock for use as liberty boat moorage. 25 training crane lifts were executed including lowering the Captain's Gig and the Admiral's Barge. Multiple U/I watch standers cycled through for training in standard and critical lifts.

Deck Department engineers from 3<sup>rd</sup> Division played a large role in completing electrical repairs to STA 21 as well as weight testing new bolts for sheaves installed after the casualty. Additional maintenance throughout the year included completing grooves on Sliding Padeyes #9, 17, and 19 and weight testing Sliding Padeye #9. A weight test was also done on the newly installed portside vestravit. Oil changes were completed on all of the ship's eight capstains and the CO's Gig's CHT system was overhauled. The CO's Gig was also repainted and repairs were made to its wooden surfaces.

### **Dental Department 2004**

ABRAHAM LINCOLN continued with the DPIA until June 5 2004. The Dental Department refurbished the entire clinic from the operatories to the supply rooms. Each of the seven operatories received new Painted Resin Composite (PRC) decking and new ADEC dental chairs and units. Dental Department's Admin/LCPO office was renovated with new cabinets, tile flooring, and new desks.

Dental Department continued to provide service out of a four-room/four-chair clinic onboard a barge while also utilizing the Naval Station Bremerton Dental Clinic. The Oral Surgeon worked temporarily at the Bremerton Naval Hospital and Branch Dental Clinic at SUBASE Bangor. The Dental Readiness Inspection was completed June 28<sup>th</sup>, the

Department was given a C-1 grade and was identified as the Top Carrier graded.

ABRAHAM LINCOLN completed an underway training evolution and a deployment during 2004. During the training the ship completed Sea Trials /Deck Cert/ CART II/TSTA/FEP/FRS and TRAWING CQ. The Dental Department started their post DPIA ODR/DHI climb. On October 15<sup>th</sup> the ship started its deployment, heading to South East Asia. On December 26<sup>th</sup> pulling out of Hong Kong the Abraham Lincoln was directed to the Indian Ocean to conduct relief operations off the coast of Banda Aceh in the wake of the Tsunami Disaster. The Dental Department augmented the Medical Department, sending 6 dental technicians to the beach providing medical treatment. The Dental Department was also a key factor in a mass casualty as the result of a helicopter crash.

The year ended with 94.10 percent Operational Dental Readiness (ODR) and 34 percent Dental Health Index (DHI) for the combined 3,100 ship's company and 1,990 embarked air wing personnel. Throughout the year, Dental Department **treated 11,114 patients**. These treatment visits encompassed the full spectrum of dental services provided on board. Throughout the year the **clinic provided 2,889 dental cleanings, 2864 fillings, 230 root canals, and extracted 823 teeth and fabricated and delivered 1381 prosthetic appliances. These particular services totaled in excess of \$2,000,000 and were essential to maintaining the operational readiness the ship and air wing.**

Dental Department augmented with Medical Department's Watch, Quarter, and Station Bill during all General Quarters and Mass Casualty drills and provided support to the Ship's Surgeon during medical emergencies and supplied a certified Basic Life Support instructor to teach and certify ABRAHAM LINCOLN Sailors in CPR. Additionally, the department provided personnel for the Medical Training Team and conducted training in CBR Defense, First Aid, and safe transportation of patients.

**Dental Department received numerous personnel awards and recognition for outstanding achievements that included two immediate promotions under the command advancement program, one SS0Y, one BJOQ selection, and five warfare qualifications.**

## **Engineering Department**

### **Auxiliary Division**

A Division is the ship's mechanics or as we like to say, "magicians", capable of fixing most anything. We repair a myriad of support equipment critical to supporting the ship's operations, missions and keeping crew morale high. The year 2004 began for us in Puget Sound Naval Shipyard (PSNS), halfway through an intense and complex 11 month Drydocking Planned Incremental Availability (DPIA). Over 1,500 ship's force jobs were completed and more than 400 Shipyard and Contractor jobs were supervised and tracked to completion. Some of the major jobs included the replacement and upgrade of all ten 363 ton air conditioning units; the removal, machining and installation of both rudder posts and blades; the removal and installation of twelve new titanium fire pumps; rebuilding thirteen new AERCO hot water heaters; and the installation of over 200 new pieces of laundry & galley equipment. In March and April, A Division was busy restoring hotel services (steam, potable water, chill water, LP & HP air and refrigeration) to support the crew move aboard following the undocking of the ship. During the year 2004, Auxiliary Division personnel completed 2,174 PMS checks, over 350 corrective repairs, and 551 PQS watch station qualifications. Specific accomplishments for each of the seven work centers in A Division include:

Auxiliary Division's Hydraulics shop, EA01, was busy in the beginning of the year putting their spaces back together after some extremely intensive industrial work during the DPIA. Both after steering spaces and all four aircraft elevator machinery rooms were completely refurbished. After DPIA, EA01 was kept busy supporting the airplan by ensuring the aircraft elevators were powered up expeditiously, and performing preventive & corrective maintenance to all their equipment. A sample of the repairs performed includes replacing six main hydraulic pump mechanical seals, correcting CASREPS on #4 deck edge door, the aft hangar bay divisional door, and the starboard emergency steering rudder indicator cable. Countless hours were spent repairing stanchion banks, flight deck lock bars and hydraulic leaks. In port, the shop supervised hydraulic fluid refurbishment on three of four aircraft

elevator engines. This shop's expertise and technical knowledge of hydraulic systems ensured ABRAHAM LINCOLN was able to complete all assigned missions.

Auxiliary Division's Galley and Laundry Maintenance Shop, EA02, is responsible for preventive and corrective maintenance on all laundry and galley equipment. EA02's customer oriented work ethic directly impacts the overall morale and welfare of the crew. EA02 was instrumental in assisting with the crew move aboard, during the last few months of the DPIA, by supervising the installation and testing of over 200 new pieces of laundry and galley equipment. The teamwork between EA02 and Supply department during the deployment was critical to ensure over 18,000 meals were prepared daily feeding a crew of over 5,000; and thousands of pounds of laundry was washed every day. The shop completed over 750 trouble calls this year to include: replacing ten small refrigeration units, dozens of repairs to all the industrial size washers & dryers and kept the self serve laundry fully operational.

Auxiliary Division's AC&R Shop, EA03, maintains & operates ten 363-ton York Marine Air Conditioning units and five 7-ton York Marine refrigeration units. In early 2004, the AC& R shop was occupied with overseeing the final installation and testing of all ten newly upgraded AC plants, overhauling the refrigeration compressors, and getting the freeze & chill boxes ready to store food in preparation for the crew move aboard. An extensive amount of space cleaning, preservation and restoration was required to get all the AC&R machinery rooms back up to LINCOLN standards following the intense industrial work that took place in the spaces. Just days before we were scheduled to deploy overseas, 3 of the 5 unit coolers in an aft freeze box ruptured a freon line. The shop worked overtime well past liberty call, to ensure the unit coolers were repaired and the ship was ready to deploy with all freeze boxes on line. Over 90% of the deployment was spent in the tropics, with 90+ degree temperatures and very high humidity. It was not uncommon to have 9 of the 10 AC plants on line keeping electronic and crew living spaces cooled. Their pride in ownership led to maximum equipment readiness and a high level of crew morale, comfort and equipment reliability & readiness. A sample of the preventive & corrective maintenance includes: repairs to two saltwater cooling pumps, rebuilding all 5 refrigerator compressors, repairing the 3-way valve for #9 AC, fixing

dozens of minor freon leaks, and completing over 135 trouble calls.

Auxiliary Division's Cryogenics Oxygen and Nitrogen (O2N2) Shop, EA06, produces liquid oxygen (LOX) & liquid nitrogen (LIN) critical in supporting flight operations. Both the forward and aft plants had extensive work performed on them during DPIA getting them ready to produce LOX & LIN at maximum efficiency to support upcoming high optempo flight operations. The shop corrected 4 CASREPS, two on the forward plant and two on the aft plant to include: replacing the forward TBX, welding a crack in the cold end gel trap, replacement of the reactivation heater element and repairing a leak on the nitrogen product filter piping & heater blocks. EA06 produced approximately 6,000 gallons of liquid oxygen, over 9,200 gallons of liquid nitrogen, and completed 47 trouble calls on the N2 distribution system and HP air distribution system.

Auxiliary Division's Outside Repair Shop, EA08, maintains 13 motor driven fire pumps, 11 vertical package conveyors, repairs all potable water faucets, valves and plumbing fixtures and operates all three trash rooms. EA08 significantly contributed to the crew move aboard, towards the end of the DPIA, by restoring the potable water system. During work-ups with the Air Wing embarked and during the deployment; the trash rooms processed over 10,000 lbs of trash daily while underway, positively impacting crew morale. EA08 ensures strict adherence to established environmental laws & policies when processing the ship's trash, being good stewards to our oceans and aquatic life. The 11 compress melt units made over 10,000 plastic "pucks" during the deployment. The shop also kept all 11 vertical package conveyors operational, significantly contributing to Supply Department's ability to on load and strike supplies below into storerooms, chill boxes and freeze boxes. The conveyors moved over a half million pounds of supplies from the hangar bay to the various store rooms throughout the ship. Additionally, they rebuilt three motor driven fire pumps, replaced over 180 plumbing fixtures and completed over 85 trouble calls.

Auxiliary Division's Catapult Steam Shop, EA10, performs preventive and corrective maintenance to four steam catapult systems, 39 steam hot water heaters, and over 400 ventilation steam pre-heaters & convection heaters. EA10 was busy during DPIA rebuilding hundreds of catapult steam

valves and rebuilding 39 AERCO hot water heaters. Restoring hotel steam (laundry, galley, hot water heaters & ventilation heating) throughout the ship was critical in supporting crew move aboard. Keeping hot water heaters operational is a huge impact on crew morale and comfort. During deployment workups to include TRAWING, FRS, CVW CQ's and the deployment, the catapult steam workshop worked tirelessly keeping all four catapults fully operational in support of the ship's mission. Some of the more noteworthy repairs include replacing 5 steam accumulator gage glass & gem sight repairs, repacking over fifty steam valves, replacing four ventilation pre-heaters and repairing dozens of hot water heaters. EA10 completed over 100 trouble calls for steam leaks and hot water problems.

In addition to conducting preventive and corrective maintenance to several hundred pieces of equipment on the LINCOLN; several "A Gangers" directly contributed to Commander, Carrier Strike Group Nine's battle group readiness by fixing mission degrading casualties to USS SHILOH and USS BENFOLD through the Battle Force Intermediate Maintenance (BFIMA) Program. A "Gang's" technical prowess was instrumental in performing a precise coupling alignment on USS SHILOH's attached lube oil pump. The USS BENFOLD was also in need of A Division's mechanical repair skills to assist with repairs to both of their OOC compress melt units. They also rebuilt a motor driven fire pump to correct two outstanding CASREP's.

The year 2004 was a very busy and successful year for the men and women who work in A Division. The overall material condition of the equipment has never been better, and the space preservation and appearance is at an all time high. Marked improvements have been made in watch stander qualifications and system knowledge as well.

#### Damage Control (DC) Division

Damage Control Division has had as many as 41 Sailors and as few as 30 assigned throughout the year. The division's primary mission is to maintain all shipboard fire protection systems and associated equipment including training the crew in all aspects of fire fighting and damage control. The division comprises 80% of the ship's Flying Squad. Using quick response, keen situational awareness, and technical expertise, the Flying Squad provides early and immediate damage control intervention to

minimize damage to the ship while maximizing the safety of the crew. Additionally, the Flying Squad went through a major underway-training cycle that included CART, TSTA, FEP, MTT and ORSE. The team successfully completed all training and evaluation exercises with flying colors. The squad also serves as the back-up fire fighting team for flight deck, hanger bay, and aircraft mishaps. Altogether, the ship responded to:

- 2 Class "A" fires
- 3 Flooding incidents
- 2 Toxic gas responses
- 8 Electrical fires
- 6 Ships Force Protection Evolutions

Damage Control Division is comprised of four work centers, ED11, ER04, ED40 and the DC training Office. ED11 is responsible for the maintenance, upkeep, and inventory of 10 damage control repair stations (DCRSs, 22 damage control unit lockers (DCULs), and the entire CBR allotment for ship's company and embarked air wing. ED11 alone is accountable for more than \$12 million in equipment. In June, the work center issued 5500 MCU-2/P gas masks and other assorted CBR equipment as the ship prepared for the training cycle and upcoming deployment. Additionally, ED11 trained the entire ships company in the proper donning and care of the new SCBA unit. Their training and dedication assured 100 percent accountability.

ER04 personnel is responsible for all installed fire fighting systems (HALON, AFFF, APC, CO2) as well as fire main, list control, sprinklers and counter measure wash down systems. These Sailors manage in excess of 90,000 gallons of potable water in the list control system. Throughout the deployment they professionally maintained ABRAHAM LINCOLN's list to ensure mishap-free flight operations. This included 9,153 mishap free aircraft refueling, 8,130 aircraft launches and recoveries which resulted in 9,197 aircraft sorties and 8,610 flight hours in support of fleet tasking. The division created a valve maintenance team that was instrumental in repairing 14 firemain valves and 11 MVAC control stations that normally require out sourcing for repairs.

ED40 is the Damage Control Petty Officer (DCPO) work center. They are the point of contact for the DC

maintenance conducted by all shipboard divisions, responsible for 69 Divisional Damage Control Petty Officers. During the deployment, they fixed 30 watertight closures, provided 168 man-hours of technical support and recharged 28 CO2 extinguishers.

The DC Training work center was responsible for promulgating 110 damage control training courses, teaching ships company and the embarked air wing in all aspects of damage control and assisted 125 personnel in qualifying Enlisted Warfare Qualifications. Training and qualification statistics are as follows:

- Command Damage Control Qualifications attained: 2,965
- Training and proficiency Drills: 32 Fire Drills, 7 Flooding Drills, 4 Toxic Gas Drills and 4 Rescue and Assistance Drills.
- Planned and conducted 17 General Quarters drills and exercises.
- Made preparations for CART, TSTA I, II and III, FEP, MTT (1)(2)(3), ORSE and SMI

## **Repair Division**

### **Man-hour Estimates**

Repair Division established a Departmental Ships Force Availability System allowing Departments to prioritize and schedule work within their availability. The following statistics apply:

- |                             |                                |
|-----------------------------|--------------------------------|
| • ER01-SHEETMETAL/WELD SHOP | 960 CSMP actions, 11,520 Mhrs. |
| • ER02-CARPENTER SHOP       | 240 CSMP actions, 1,920 Mhrs.  |
| • ER03-PIPE SHOP            | 2400 CSMP actions, 14,400Mhrs. |
| • ER05-MACHINE SHOP         | 288 CSMP actions, 3,456 Mhrs.  |
| • ER07-ENGRAVING            | 3360 CSMP actions, 2,016 Mhrs. |
| • ER08-LOCKSMITH            | 960 CSMP actions, 1,152 Mhrs.  |



- TOTAL  
34,464 Mhrs

8208 CSMP actions,

### Innovative Management Accomplishments

During Critical Flight Operations in the Eastern Pacific Ocean, the lube oil priming piping to the attached lube oil pump of #3 Main Engine cracked twice in two different locations due to improper installation by shipyard. The Weld Shop fabricated and installed new piping and fittings, bringing the main engine back online in less than 12 hours in each case.

The Weld Shop also completed piping and fitting replacement to the high-pressure trough heating drains on #2 Catapult during Blue Water certification. ABRAHAM LINCOLN was down to 2 catapults due to a control air problem on #3 catapult and the Weld Shop replaced an elbow and 2 feet of piping to bring #2 catapult up online in 14 hours after the casualty, restoring the increased ability to launch sorties and directly influencing the readiness.

While underway for Carrier Qualifications, the discharge piping for #3 three CHT pump ruptured and reduced the ships aft sewage transfer capabilities in half. The Pipe shop completed emergent DEPOT Level repairs of number three CHT discharge piping. This timely repair restored services to full capacity and eliminated the need for outside shipyard assistance. During the same underway, the flight deck fire fighting sprinklers and hanger bay three sprinklers were rendered inoperable due to a rupture in the piping of both AFFF #16 and #19 stations. This system is required for the safe operation of flight operations on the flight deck as well as fire fighting in Hanger Bay 3. The Pipe Shop performed the copper nickel weld repairs, restoring the system to full operation.

During NATO Sea sparrow certification, a leak developed in the secondary chill water cooling line of NATO Sea Sparrow Transmitter #3B and the launcher had to be secured. This repair was a delicate low temperature solder repair on copper tubing. Over heating this unit would cause the piping to fail at other solder joints. An outside technician would normally have been required to complete the repair. The Pipe Shop's attention to detail enabled expeditious repair of the piping, restoring the system to full operational capability.

The Machine Shop (ER05) repaired numerous fitting and made repairs vital to the flight operations. They manufactured six spur gears for #4 Elevator gear reduction box, an emergent repair for #3 Station assembly allowing ABRAHAM LINCOLN to pass the Flight Deck Certification.

ER05 also manufactured 20 internal ACME threaded fittings in support lighting off both forward and aft Oxygen/Nitrogen producing plants in support of Flight Operation.

They also The Machine Shop manufactured alignment tool for the FWD O2N2 plant. This repair saved the Navy over \$100,000.00 in contractor costs, allowing Engineering to provide Oxygen service to Air Dept.

A packing gland seal in #2 list control pump required repair and the Machine Shop affected repairs, restoring it to full operational status in support of flight operations during FRS/CQ. The Machine Shop also manufactured 10 flight deck elevator stanchion caps out of corrosion resistant steel and repaired 40 stanchion poles on 20 stations.

20 Grade "A" hardened bolts and two fuel linkages were manufactured for the jet engine test Station inspection. With out this support the Jet engine shop would not able to conduct their jet engine test certification, and AIMD could not conduct Jet Engine repairs.

In support of damage control, the Machine Shop manufactured eight fittings in support of restoring the CO2 recharging system for the charging of portable firefighting equipment and halon CO2 actuation bottles. This allowed DC Division the ability to charge equipment without sending it off station, and allowed Reactor Dept to complete PORSE with full firefighting capability. Additionally, they manufactured a helix gear for the Classified Material Shredder for Reactor department, saving ABRAHAM LINCOLN \$2300.00 in replacement costs.

Resource management innovations and improvements:

Ready Resource Material Management (RRM) has allowed Repair Division to coordinate with the fleet through a CNAP representative and locate resources at no cost to the Command at alternate locations throughout the US. These

materials have saved ABRAHAM LINCOLN in excess of \$235,000 in HM&E Repairables. Items from simple braze fittings to a \$40,000 package A/C and heating unit, have been readily available for pickup and allotment to the ship. RRM has provided several man-hours researching items needed to make proper repairs to the ships systems with little or no assistance from ships force personnel.

#### Safety Programs:

Pipe shop designed a series of stringent qualifications and 32 Operational Risk Management (ORM) Procedures to allow ABRAHAM LINCOLN to perform the following:

- DEPOT level hydro-blasting Processes, saving \$500,000 Annually.
- CHT Sensor Change out
- CHT Eddy Pump rebuild/replacement
- Various rigging operations

#### Training Programs:

Repair Division instituted a completely interactive LAN-based training program for all welders, brazers and NDT inspectors. Actions resulted in Repair receiving praise during 2004 COMNAVAIRPAC Quality Assurance Assessment. All individuals involved elevated their skill level to include special qualifications across a myriad of materials and processes.

Repair Division maintains nine coded welders, eight brazers and two NDT inspectors certified in every process available to the Navy.

Repair Division allocated over 3,282.1 training man-hours for the year disbursed as follows:

- 3-M - 401.1
- DC - 876
- In Rate - 837.6
- GMT - 909.4
- QA - 258

#### Personnel Recognition:

Repair division takes exceptional pride in personally recognizing it's most valuable asset, Repair Personnel. Divisional personnel received the following awards

throughout calendar year 2004: 4 NAM's, and 19 FLAG LOC's, and 18 CO LOC's. Additionally, and most notably, was the qualification achievement rate established by the division;

ESWS - 10%

3-M - 100%

DC - 95% through 313

DCSSP - 100%

DCWS - 100% of those eligible

Repair Division Awarded the following:

- 2 Navy Commendation Medals
- 8 Navy Achievement Medals
- 47 Flag Letter of Commendations
- 26 Command Letter of Commendations
- 23 Letter of Appreciations
- 24 Good Conduct Medals
- 28 Enlisted Surface Warfare Specialists
- 12 Enlisted Aviation Warfare Specialists

Repair Division submitted 14 re-enlistment requests, 25 TAD requests and 40 personnel action requests; subsequently increasing allowing Repair Division to reduce attrition to 7%.

### **Electrical Division**

During CY04, the Electricians and Interior Communications Electricians of Electrical Division worked hard at maintaining the tradition of excellence established by their predecessors. E Division has had as many as 96 Sailors and as few as 55 assigned throughout the year. The year brought numerous challenges, most significant being the end of the extended drydock availability in which repairs were made to AESS stations, deck edge doors, elevator stanchions, galley equipment, air conditioning units, K circuit, motor controllers, steering gear, vertical package conveyors, and degaussing coils. Also, bringing the ship out of the availability and through a shortened training cycle and onto the surge deployment. The following is a summary of major events for the year:

- Assisted AMSEC in replacing approximately 400 2PD thermostats with E2PD thermostats
- Replaced bearing in the 02 level gym recirc fan

- Replaced Circuit Card in motor balancing machine and received training from Tech Rep
- #9 A/C compressor motor removed by ship and rewound by PSNS
- Groomed all Compressed Melt Units during DPIA
- Repaired cut cable for AFFF Station #3
- Load Centers 11, 12 and 73 received insulation repairs
- Troubleshoot and replaced Main Contacts on forward and aft O2N2 Plant main controllers
- Replace salt water isolation valves for 1SFGA and 1SFGB
- Replaced Aircraft Elevator #4 lock bar interlock due to fire damage
- Repaired cable pulley motor windings for Deck Edge Door #2
- Cleared Electrical ground on Aft Divisional Door
- Refurbished Degaussing FPQP Power Supply
- Completed Smart Carrier installation. Completed numerous sensor installations on a large list of components
- Repaired Gemsite indicator alarms for catapult accumulators #1 and #2
- Repaired microphone control stations for Deck House 1 and 2
- Replaced CHT H2S sensors in forward and aft CHT rooms
- Replaced bad cable between cell and junction box cable on forward Cathodic Protection
- Replaced bad PLC in Conveyer #10
- Overhauled Exhaust vent motor of list control space
- Rebuilt hognose station 17A
- Removed and rewound #2 A/C compressor motor. Rewound by PSNS. Casrep completed.
- Rewound recirc vent motor 03-70-2. Increased habitability of that space
- Overhauled forward O2N2 exhaust vent motor 02-87-4
- Rewound supply vent motor 1-120-1
- Repaired AEES stations 11, 81, 173 and 231 that had damaged LVR Circuit cards due to the unique power requirement for the Hawkeye 2000. With tech rep assistance and over 500 man-hours, all AEES stations were reformatted to accommodate this power requirement resulting in no further problems. This has saved the navy unknown amounts of money in repair costs to the system

- Replaced bearing in #4 Reefer compressor motor
- Replaced various defective components in Degaussing FPQP Power supply
- Replaced 4 thermostats in the aft galley combination ovens
- Installed numerous receptacles around the ship to supply new mission requirements
- Adjusted Deck Edge Door #4 broken rope limit switches
- Repaired 1A, 1B, 3A and 3B Compressed Melt Unit for various faults
- Troubleshoot and repaired electrical operation issue with Aircraft elevator #3
- Repaired electrical kickpipe on bridge due to leaking water onto the bridge
- Replaced vent motors in Repair 7A and Repair 5
- Troubleshoot and replaced load grid resistor on 3SFGB Motor Generator
- Upgraded lights and receptacles on the fantail in support of the anchorage in Victoria, BC
- Rigged friendship lights at anchorage while Inport in Hong Kong
- Replaced faulty emergency stop switch on #9 Conveyer
- Troubleshoot and replaced thermal overload on #4 A/C Saltwater circ pump motor controller
- Repaired thermistor and ABT Device for #3 Motor Driven Firepump
- Troubleshoot and repaired temperature control problem with freezebox #6
- Provided support for 4 deceptive lighting drills
- Upgraded and repaired the entire 1MC and 5MC circuits

**Significant repairs accomplished by E-Division and the impact of those repairs**

**Degaussing System-** Distribution Shop conducted an extensive grooming and repair of degaussing system prior to the start of sea trials. With strong determination and persistence, Distribution Shop crew with the help of personnel from FTSCPAC San Diego managed to restore and repair FP-QP coil power supply. This power supply has been rendered inoperable and was used as a source of spare parts for the other coil power supplies. Distribution Shop ordered

missing components and started restoring the system and finished it just in time for the sea trial. As a result of their effort, all degaussing system coils are fully operational for the first time after seven years. USS Abraham Lincoln has successfully passed its degaussing run in San Diego with all its degaussing coils on line.

**Number 2 AC Unit-** During the testing phase of the system, it was discovered that the circuit breaker for AC unit number 2 was malfunctioning. Power Shop Electricians expeditiously removed and sent the circuit breaker to Shop 51 for repair and testing. Breaker was brought back onboard within three days and was installed ready for testing. However, our hard charging electricians met another obstacle, the motor bearings are bad and require immediate replacement. After a few phone calls a new set of bearings was located and our crew worked past working hours to finished the job. After four hours of continuous hard work, the bearings were replaced and the unit was tested for operation. Their tireless effort has enabled York technician to test the new electronic control system for the AC unit allowing the ship to go underway for the sea trial.

**LMC System-** Towards the end of the yard period the LMC system was operating intermittently and a Fast Action Response Team was created to respond to LMC problems. Source of the problem was traced to a faulty amplifier power supplies in forward IC control room. Our IC team sprung into action and identified more faulty components in other areas. After an arduous process of locating and ordering parts from Henshels, our team finally got the LMC system to 100% operational status.

**Degaussing System-** During the work-up and carrier qualification period, we experienced unexpected problem with our A coil power supply. The switching relay was burnt and was replaced but the system still wouldn't work. Once again our crew from Distribution Shop tirelessly troubleshoot the problem, identified and located the faulty component and restored the system to full operational status without external troubleshooting aid from the tech rep.

**400 HZ System-** On the early part of the surge deployment, 3SFGA 400 HZ motor generator tripped off line and shed its load. Distribution Shop tagged out the machine and

investigated the cause of the problem. After a thorough check of the system, the problem was found and identified. An open load grid resistor had caused the machine to trip off line. A-gang pulled out the cooling water pipes to allow the electricians to remove the load grid resistor assembly and replace the damaged resistor. Within a period of four hours our hard working crew finished the job and cleared tags and tested the machine for proper operation. The whole system was operational before dinner was over. A vital system, which provides 400 HZ power supply to Combat Systems, Navigation and Aircraft Electrical Servicing Stations, is once again available for use.

**Ventilation System-** The worst thing that could happen especially in a humid area is when your ventilation system goes down. Our General Services Shop has completed countless trouble calls to ensure that everybody feels comfortable in their work paces. Some of the major problems that occurred during the work ups and surge deployment periods were burnt windings on ventilation motors. General Services Shop has rigged out four 300 lbs. major ventilation motors and took them to Rewind Shop. It was a backbreaking job that requires close supervision because these vent fan motors are located in tight fan rooms and have to be rigged through ladder ways. One of these motors serves the aft galley and life is really miserable for the Cooks without the exhaust ventilation running. Our electricians have worked two shifts in two days to get the motor removed and taken down to rewind shop. Rewind Shop did an outstanding job getting it done in a minimal time and ventilation system for aft galley was working again within a week.

**Scullery Machines-** Scullery is one of the major equipment in the galley that keeps our dishes and kitchen utensils sanitized. During the middle part of the surge deployment, A-gang noticed that our scullery machine final rinse temperatures are getting out of specification. After a thorough check of the machines, our electricians determined that booster heater thermostats are the culprits. General Services Shop responded expeditiously and replaced defective thermostats and calibrated and adjusted the remaining thermostats. Their quick action has prevented Supply department from shutting down their machines, which could have a big impact on food service sanitation and the moral of the galley crew and the whole ship as well.



**Lighting and Receptacles-** Lighting Shop is one of the work centers in the division where trouble calls never ends. Despite of their busy schedule, our lighting electricians still managed to accomplished tasks that are normally done by IMA or shipyard electricians. They tackled a project of installing and wiring electrical outlets in the Learning and Resource Center (LRC) so additional computers can be installed. This project has helped LRC to augment existing computers and to expand their services to the crew of USS Abraham Lincoln. They also identified a defective relay on a tell tale panel for navigation lights enabling the ship to maintain navigation signals. Battery and Lighting Shop had flawlessly rigged deceptive lighting during deceptive lighting exercises and has planned and executed the rigging of friendship lights during the ship's port visit in Hong Kong.

**Alarms and Indications-** Our IC personnel though undermanned and without a Chief, has responded well on every problem that occurred starting from the day of the sea trial until the surge deployment period. They promptly identified and isolated a problem on steering unit number 4 when the unit failed to respond to rudder order. Our quick thinking IC electricians found and replaced a bad solenoid in the rotary hydraulic powered unit (RHPU) and restore the system to fully operational status within less than two hours. Yet another problem came and this time it's on shaft revolution indicator (circuit K). The amplifier has a problem that gave a false indication on number three shaft. Misadjusted synchro amplifier caused the false indication. Our technicians fixed the problem allowing the bridge and propulsion plant watch standers to carry on their jobs. They also replaced existing IPDS system. This equipment allows the ship to detect the presence of any chemical agent to depend itself in case of a CBR attack.

**Conveyors, Compressed Melt Unit, and Fire Pumps-** Power Shop has always been the shop to call when it comes to CMU issues. With trash being processed onboard, these machines are the workhorses of the trash room personnel. Our electricians spent many hours isolating faults to get the machines working to eliminate trash backlog. Fire pumps have worked well, but number 3 has a problem with the ABT not shifting to alternate source when normal power is turned off. Power Shop opened and checked the shifting mechanism. They found that the transfer relay coil was burnt and the mechanical linkage was not installed. They

replaced the burnt coil and installed the missing mechanical linkage. They also completed bearing replacement on number 16 fire pump. The motor failed sound cut that indicated that the bearings are worn out. With new and advance technology also comes a new headache for maintenance personnel. Conveyors are one of the contributors to the cause of headache for our electricians. Number 1, 9 6 and 7 conveyors have created problems but our electricians quickly identified them and with the help of technical representatives from AIRPAC they were able to make them work to provide much needed services to our Supply personnel especially during stores on load.

**BFIMA Jobs-** Our rewind shop has its own share of the workload before and during the surge deployment. Early part of January was the busiest month when the motor rewind shop received SLQ-32 exhaust fan motor from USS Shiloh and three motors from the tsunami stricken Banda Aceh, Indonesia. For the entire duration of Operation Unified Assistance, rewind shop has completed rewinding and reconditioning of three motors that were submerged on water when the tsunami hit the Banda Aceh University Hospital sewage pumping station and water treatment plant. The motors were returned to service after three days. Sewage pumping station and water treatment plant were able to perform their respective jobs because of the efforts that were put in by rewind shop. Additionally, USS Shiloh fan motor was also returned on time.

#### **OCTOBER UPKEEP**

The Maintenance Division managed a 5000 man-day upkeep pier side at Naval Station Everett. This was the first pier side maintenance availability in many years for the Lincoln. Lasting only 24 days, the availability was short, but intense, and put the ship in terrific material condition prior to her 5 month surge deployment. Highlights of the upkeep include:

- 50,000 Sq Ft of Non Skid on Flight Deck
- Hangar Bay #3 Non Skid
- Deck Edge Door #4 Track Repair
- ACE #2 Fryquel Polishing
- Sliding Padeye #9 Weight Test
- Station 21 Repairs
- 18 CMWD Nozzles Replaced
- Weapons Elevator/Conveyor Grooming

- Titanium Motor Driven Fire Pump Breaker Installation
- Cathodic Protection Repair
- #4 Shaft Seal Replacement
- #2 A/C Motor Rewind
- Broadcast Quartz 6 Decks
- Main Laundry Deck Repair
- Powder Coating Doors

### **Departmental Re-enlistments and Warfare Qualifications**

For calendar year 2004:

41 Sailors earned their Enlisted Surface Warfare Specialist qualification, 3 earned their Air Warfare Specialist qualification, and there were 33 re-enlistments.

### **Legal Department**

The Legal Department experienced a considerable workload in 2004. The Legal Department managed a significant military justice caseload during the DPIA yard period and SURGE Deployment. The department assisted in maintaining good order and discipline through the processing of 548 report chits, 48 Summary Courts-Martial, and 170 administrative separations.

ABRAHAM LINCOLN's Legal Department assisted Sailors by providing approximately 3,500 powers of attorney and 800 notary services in the year 2004.

With the assistance of NLSO Northwest and Southwest attorneys, the Legal Department conducted a shipwide pre-deployment legal readiness program, which provided estate planning documents, including wills, living wills, medical care directives, and durable powers of attorney to over 2,000 crewmembers and their families in preparation for the SURGE Deployment.

Through its commitment to legal service excellence, the Legal Department ensured 100% of all sailors attached to and embarked in USS ABRAHAM LINCOLN were contacted about voter registration. Over 1,500 sailors were registered and voted in the 2004 Presidential Election on board during the SURGE Deployment.

Personal Legal Assistance advice was provided to approximately 500 clients in a myriad of areas, including divorce, separations, custody, nonsupport, paternity, adoptions, name change, wills, estate planning, living wills, immigration, visa, citizenship, military rights and benefits, and consumer issues.

## **Medical Department**

### Medical Department Statistical Data

- Sickcall/appointments - 6107+
- Physicals - 2592
- Physical Therapy - 1625
- Psychology - 1405
- Inpatients - 51
- Consults - 673
- Xray exposures - 1928
- Lab procedures - 23250
- Pharmacy OTC 3442
- Pharmacy prescriptions - 8158
- Audiograms - 2624
- Optical Fabrications - 1323
- Women's Health Exams - 244

Advancements - 7 (E-7=2, E-5=2, E-4=3)

Awards - MSM (1), NC (3), NAM (2), LOC (2)

SWMDO - 1

ESWS - 3

EAWS - 2

JSOQ - 1

BJOQ - 1

The Lincoln Medical Department continued to provide exceptional care for our sailors during a challenging year, unprecedented in accelerated operational tempo. With readiness on the forefront, the year included DPIA, TSTA 1/2/3, FEP and the beginning of '04 Western Pacific deployment.

Right out of "the yards" in June, the Lincoln Medical Admin team incorporated numerous innovative methods to maintain daily managerial operations of such a robust medical department. Provider credentialing, Controlled Medicinal program, SOP revision, and the filing of over 3,000 chits were a few of the deficiencies corrected in the

two months between Technical Assist Visit and Medical Readiness Inspection, all receiving pleasing results.

At the forefront of the department's administrative improvements were both the referral/consult management and patient tracking systems. Tracking each individual sailor's appointment on a daily basis with input from Operational Forces Liaisons and BeachDet personnel proved a daunting, but critical program to keep providers and the CoC up to date on sailors' progress. This system has resulted the expeditious return of patients to parent command and 100% accountability for those left behind. Additional metrics include the maximized use of existing joint infrastructures and untested beach support contacts (BeachDet, Fleet Liaison, etc) to successfully evacuate and track 21 patients from sea platform to definitive care and accept 5 inbound MEDEVACs from DESRON9.

The psychologist has worked seamlessly with all of the departments on board to bring about increased operational readiness through constant interaction and consultation with members of the USS LINCOLN. This has proven to be an invaluable service during the stressful condensed workup cycle and the early deployment. He has seen a wide variety of patients, from patients professing suicidal thoughts and displaying suicidal behaviors, to depression, anxiety disorders and personnel with adjustment disorders. Through all this, we have only conducted one MEDEVAC for psychological reasons this year. These services maximize readiness and help save thousands of dollars in unplanned MEDEVACs.

Our SARP counselors have received BUMED approval to offer Impact, OP and IOP alcohol treatment on board the USS LINCOLN. These services, again, contribute to increased operational readiness and the saving of thousands of dollars and man-hours if these services were not offered on board. Additionally, the SARP division leadership has achieved Level II (intensive outpatient) credentialing, a very impressive accomplishment for an operational platform.

Women's Health readiness improved greatly over the course of the year due to our very determined Physician Assistant. Over the course of 8 months, a total of 244 well women's health exams were conducted increasing our readiness from 62% to 98%.

The Radiation Health program has taken great strides since the arrival of the new Radiation Health Officer. Revitalization in the Radiation Health Program lead to passing of PORSE (Post Overhaul Reactor Safeguard Exam), External Radiation Health Audit (March 2004) by COMNAVIRPAC (N9) and successful conductance of Internal Radiation Health Audit (Aug 2004). Program improvements were noted by a decrease in medical record discrepancies from 19% (Internal Audit 2003) to 6% (Internal Audit 2004) and a decrease in Exposure Record Cards (ERCs) to SAMS data transfers from 84% (internal Audit 2003) to 2% (Internal Audit 2004).

Our Medical department has trained nearly all crewmembers, including the AirWing in basic first aid. This was largely through the use of Site TV and GQs. In addition, we certified over 800 crewmembers as heart-saver CPR providers during 2004. A strong intra-departmental training program has been a goal of our department. For 2004, we held 18 Medical Response drills, 12 mass casualty drills, and conducted two 30-hour sick call screener courses for nearly the entire Hospital Corps staff, all in addition to weekly staff training.

USS Abraham Lincoln was awarded the Navy Environmental Health Center's Gold Star Award for Command Excellence in Health Promotion 2003, and is continuing with an aggressive Health Promotion campaign. With expertise in all health promotion elements, the council members have developed numerous innovative programs to enhance crew awareness. The comprehensive annual plan includes items such as health fairs, smoking cessation courses as well as frequent input for Penny Press articles.

Our surgeon and Anesthesia provider have been busy performing 125 outpatient procedures and fourteen inpatient procedures. In addition, we expertly managed three acute trauma patients that all had positive outcomes due to the training and organization of our trauma teams. The organization of our response teams and trauma team was a revised concept for the LINCOLN, but one that no doubt had proved invaluable in the care of these individuals.

The corpsmen have performed over 50 toenail removals for ingrown toenails, and over 100 liquid-nitrogen wart removals. This amounts to nearly \$12,000.00 in average podiatry and dermatology fees.

The Preventive Medicine Division has been proactively educating, gathering intelligence, and establishing corrective measures to ensure healthy working conditions and increasing the overall readiness for a staff of 5000 sailors. Recent accomplishments include the completion of over 1300 Preventive Health Assessment (PHA's) in a two-week period, significantly increasing readiness by over 10%. In addition, the Medical Department administered well over 7000 vaccines.

Our epidemiological research of VGE outbreaks led to educating the entire crew. Together with the Supply Department, we instituted numerous hand sanitation stations throughout the ship in order to dramatically reduce the spread of VGE.

### **Navigation Department**

ABRAHAM LINCOLN spent the first five months of 2004 at Puget Sound Naval Shipyard in Bremerton, WA, completing an availability maintenance period. During this time in the shipyard the Department was dedicated to the preservation and upkeep of the ship in the preparation of an early summer underway period. The Navigation Department was responsible for all interior and exterior work on four of the superstructure levels. Work was also being done preparing navigational charts and bridge equipment to ensure the ship would be able to get underway on time and safely.

After completion of the availability maintenance period at the end of May ABRAHAM LINCOLN got underway and proceeded to the working areas of the Southwestern Coast of the United States. There ABRAHAM LINCOLN aided in the initial carrier qualifications for Student Naval Aviators as well as Fleet Replacement Squadron carrier qualifications. Added to the task of normal operations was the cross training of all the Quartermasters. The Signalman rate was disestablished causing the Quartermasters to have to be more trained more in-depth on visual communications and other previous Signalman responsibilities. The Navigation team performed superbly as the OPTEMPO demanded weekly sea and anchor details to enter and exit port to offload and onload new supplies and squadrons.

After a brief visit back to ABRAHAM LINCOLN'S homeport of Everett, WA the ship was back out off the Southwestern Coast of the United States. For August and most of September the ship again conducted carrier qualifications and then started a work up cycle with CVW-2. This would be CVW-2's first deployment and work up cycle with ABRAHAM LINCOLN. It was during the month of September that the crew learned that ABRAHAM LINCOLN would be going on a non-scheduled four-month deployment in support of the Navy's new Fleet Response Plan. ABRAHAM LINCOLN was ordered to deploy in the middle of October.

The Navigation Department now had an enormous task ahead of it as the call to deploy would require planning and chart preparations to take ABRAHAM LINCOLN across the Pacific Ocean. The Navigation Department rose and answered the call and prepared over 100 navigation charts to ensure ABRAHAM LINCOLN would be able to navigate safely to her ordered areas and ports of call. The ship made multiple port calls in Pearl Harbor and the ship was able to make a port call to Hong Kong over the Christmas holiday. It was here that word was received of the massive destruction caused by an earthquake and resulting Tsunami to the countries of Indonesia and Thailand. The Navigation Department took great initiative and started the preparation of charts to get the ship to either the coast of Indonesia or Thailand if required, including a Straits of Malacca transit. The call came on Dec 29<sup>th</sup> for ABRAHAM LINCOLN to rush to the aid of the victims in Indonesia. The ship was able to steam that way immediately thanks to the preparation and work done by the Navigation Department. The year was closed out with ABRAHAM LINCOLN steaming into the setting sun heading towards unknown destruction, willing to provide whatever aid and support she could.

### **Reactor Department**

ABRAHAM LINCOLN began 2004 in drydock at Puget Sound Naval Shipyard, Bremerton, WA. The ship was in the seventh month of a scheduled 11-month Docking Planned Incremental Availability (DPIA), during which a number of system upgrades and maintenance improvements were well underway. These included a comprehensive GI 21 electrical inspection, Electronic Rod Drive Power Supply grooming, Main Engine Lube Oil piping replacement, Electronic Steam Plant Control System installation, Motor Driven Fire Pump titanium



impeller alteration, and first-phase installation of the Nuclear Power Compensation Instrument.

By March, production work was complete and the operational testing phase had begun. Unlike most maintenance availabilities, Reactor Department did not shift to a "fast cruise" shift rotation, which would have required the entire department to remain onboard to conduct the required propulsion plant testing. Instead, a three-section watch rotation was implemented, greatly contributing to personnel quality-of-life. Typically, after an extended maintenance period, retention decreases due to the hardships and long hours encountered. This was not the case, and in fact Reactor Department boasted a 70% retention rate during this period. During this first testing period, Admiral F. L. Bowman, Director, Naval Reactors, visited ABE to observe the ABE/PSNS team progress to date. After hot-operations and non-critical testing was completed, the Post Overhaul Reactor Safeguards Examination (PORSE) became the focus for Reactor Department.

A successful PORSE was a required prerequisite to critical reactor plant operations. Numerous casualty control drills and evolutions were conducted, the propulsion spaces were cleaned, uniforms ironed, and training/study groups formed to ensure readiness for this very important inspection. When the dust cleared, it was obvious to everyone that ABE's Reactor Department did an outstanding job. All areas except one improved since the last Operational Reactor Safeguards Examination. The one area that remained the same did so due to ongoing PSNS work rendering some equipment out of commission. Of particular note was the high grade recorded in the area of Level of Knowledge, providing a strong foundation for upcoming critical operations.

Completing PORSE allowed the department to begin the critical testing program. After 11 months, the reactors were started up and LINCOLN was again self sustaining, no longer dependent on shore services. With testing complete, ABE was ready to get underway for Sea Trials scheduled of for the early days of June. Throughout the entire availability, the Material Condition Assessment Program (MCAP) was in full swing. This program identified material deficiencies that were then corrected. ABE once again set a new standard, identifying and correcting over 10,000 MCAPs, doubling the amount of any past PSNS availability.

Sea Trials provided the true test to determine if the ship was ready to be underway and ready to begin the basic training phase. During Sea Trials, the new Steam Plant Control System, commonly known as the "Loss of Feed Modification", was put to the test. With an "Ahead Flank" bell rung-up, the ship was cruising at it's maximum speed. From this speed, a "Back Full Emergency" was then ordered. Prior to installing the new Electronic Steam Plant Control System, this maneuver could potentially result in a Loss of Feedwater Casualty, but the new modification worked superbly as designed and no "Loss of Feed" indications resulted.

With Sea Trials complete, ABE began the basic training phase in preparations for future deployments. True to the ship's reputation, ABE once again set the example in operational excellence by completing the training phase early, making her a surge-ready capital asset in record time.

By Mid-October, ABE began a four-month Western Pacific Deployment in support of the new Fleet Response Plan (FRP). While underway, Reactor Department completed two Nuclear Power Mobile Training Team visits in preparation of the next Operational Reactor Safeguards Examination. Port calls on this deployment included stops for the Holidays: Pearl Harbor for Thanksgivings and Hong Kong for Christmas.

### **Religious Ministries Department**

January 2004 - Religious Ministries Department (RMD) ushered in the New Year with Mass celebrated on New Year's Eve by Chaplain Karava. Chaplain Sloat assumed the duties of acting Department Head allowing Chaplain Wrigley to take leave until 12JAN04. Chaplain Wrigley assisted Medical in completing a CVN-72 Suicide Prevention Plan, and submitted it through the chain-of-command for approval. Chaplain Karava finished his DC training and was awarded a Navy Achievement Medal from his last command, Commander Fleet Activities, Sasebo, Japan by Chaplain Wrigley. In general, the chaplains have noticed a spiked increase of sailors wanting to leave the Navy, especially among those on restriction. On 20JAN04, RP2 Craig Spencer detached from USS ABRAHAM LINCOLN.

During January, 23 worship services were celebrated with 24 persons attending.

February 2004 - A pressings concern for RMD was manpower issues; currently there are 3 RP's vice the 5 that are authorized. RMD has orders for an RP2 in May and a RPCS in September and will lose its two RP3's this summer with no relief identified. Chaplain Wrigley developed a course derived from "Character Counts" on Ethical Decision Making. The target audience is for restricted personnel. This course was given to the CMC and the Master Chiefs for review. Orders arrived for LCDR Ed Nash to report to USS ABRAHAM LINCOLN on 04JUN04 to relieve LCDR Wesley Sloat as the Principal Assistant in the RMD. Chaplain Karava attended the Chaplain Corps Professional Development Training Course in San Diego. RMD prepared the ship's chapel for painting, and new carpeting has also been ordered. 24 worship services were celebrated with a total attendance of 30 persons.

March 2004 - RMD began the observance of Lent with Ash Wednesday worship services lead by Chaplains Wrigley, Sloat, and Karava. Ashes were blessed and imposed as the symbolic commencement of a time of repentance and spiritual preparation for the Easter Mysteries. The chaplains happily noted an increase in attendance at worship services, perhaps in view of Lent. Chaplains Wrigley and Sloat attended the Chaplain Corps' Professional Development Training Course at Sub Base Bangor. The topic was "The Chaplain as Moral and Ethical Advisor in and to the Military Institution." ABRAHAM LINCOLN Chaplains met with CDR Margaret Kibben, 3<sup>rd</sup> Fleet Chaplain, to discuss training issues. Representing USS ABRAHAM LINCOLN, Chaplain Sloat gave an invocation and speech at the Lincoln Day Dinner Celebration held at the Sons of Norway Hall Oslo in Bremerton. Chaplain Sloat offered prayers at the Retirement Ceremony of HMCM(SS) Kevin Ryan, USN. AN Youson reported to RMD from Air Department, to strike for the RP rating. New carpet installation was completed in the ship's chapel. RP1 Brewster qualified as 3M WCS The latter part of March was marked by increased attention and efforts to prepare the RMD spaces for upcoming zone inspections. RMD celebrated 37 worship services this month with a total attendance of 84 persons.

April 2004 -RMD marked the celebration of Easter with worship services for Maundy Thursday, Good Friday, Holy Saturday, and Easter Sunday. Chaplain Wrigley conducted a worship service for Maundy Thursday and Chaplain Karava celebrated the Holy Thursday Liturgy. Chaplain Sloat conducted a Good Friday worship service and Chaplain Karava celebrated the Good Friday Liturgy of the

Lord's Passion and Death. Chaplain Karava conducted the Liturgy of Holy Saturday. On Easter Sunday, Chaplain Wrigley led a worship service and Chaplain Karava celebrated the Mass of the Resurrection. Father Alan Travers, the Catholic Chaplain at Sub Base Bangor, celebrated the Masses for Chaplain Karava, while he was on leave from 3-4APR. On 17APR04, Chaplain Wrigley conducted a marriage seminar, "Understanding the Love of Your Life." Twelve couples were in attendance. The crew of ABRAHAM LINCOLN was saddened by the sudden and unexpected death of SR Ryan Schaller. Chaplain Wrigley assisted ENS Rose in notifying Mr. And Mrs. Schaller of the death of their son. Chaplain Wrigley also later participated in the Memorial Service on 15APR and attended his Committal Service on 16APR. RMD was augmented with the assignment of AN Michael Mattgarcia who reported for duty from INDOC on 02APR. Also, reporting to RMD from INDOC on 16APR was SA Samantha Harley. Zone inspections for RMD on 21APR went very well, with only a few minor discrepancies. RMD conducted 27 worship services during the month of April with a total attendance of 32 persons.

May 2004 - Chaplains Wrigley and Karava were TAD to San Diego to attend the 12<sup>th</sup> Annual Tri-Service Combat Stress Conference & Critical Incident Stress Certification Training Courses in San Diego from 30APR to 07MAY. Chaplain Sloat's designated relief, LCDR Ed Nash, reported for duty on 19MAY. RP2 Russell Foster reported for duty to the RMD on 04MAY, and with his accession, RMD reached 100% authorized manning, with 4 RP's assigned. Captain Card announced that Chaplain Wrigley was selected for Captain at a frocking ceremony of the hangar bay of USS ABRAHAM LINCOLN on 18MAY. At the same frocking ceremony, AN Hershel Youson was advanced to Petty Officer, 3<sup>rd</sup> Class, by Captain Card. In preparation for departing Puget Sound Naval Shipyard for sea trials, USS ABRAHAM LINCOLN began a 5-day fast cruise on 25MAY. During the month of May, 24 worship services were conducted by the RMD with a total attendance of 15 persons.

June 2004 - The RMD initiated its more intense, at-sea worship schedule and other religious ministry activities. In addition to more frequent Masses, RCIA classes, and daily rosary with a Eucharistic service lead by Chaplain Karava, and a bible study program lead by Chaplains Wrigley and Nash are features of this at-sea schedule of events. The chaplains noted increased numbers of persons attending worship services as well as a sharply increased demand for counseling services. The RMD met the challenge of participating in ship-wide underway activities including: an abandon-ship exercise, several mass-casualty incident exercises, and numerous general quarters and man-

overboard exercises. Chaplain Wesley Sloat finished his tour of duty as the RMD Primary Assistant and detached on 01JUN. Captain Card also promoted him to Commander at a ceremony attended by his family.

02JUN: Anchors away! USS ABRAHAM LINCOLN departed Bremerton. Chaplain Tom Walcott, CVW-2, rode the ship during its Fast Cruise and Sea Trials. He departed in San Diego on 05JUN. RP2 Russell Foster was frocked to RP1 on 05JUN. SA Samantha Walker (Harley) separated from the Navy and departed on 21JUN.

During the month of June, 47 worship services were conducted, with a total of 117 persons attending.

July 2004 - USS ABRAHAM LINCOLN pulled into Victoria, Canada, on 16JUL, to visit our friendly neighbors to the north, as well as begin a Tiger Cruise from Victoria to Everett. ABRAHAM LINCOLN departed from Victoria on July 18 and reached homeport Everett on the same day. Chaplain Nash safely arrived with his family from New Jersey. RP3 Miller detached on 30JUL, leaving the Navy and beginning religious and biblical studies, hoping for a future in religious ministry. AA Ryan Harris returned to Air Department. RMD continued to wait for a replacement for AA Samantha Harley from Indoc. 37 worship services with an attendance of 127 persons were held during the month of July.

August 2004 - USS ABRAHAM LINCOLN departed from Everett on 02AUG for work ups, and the realities of being at sea began to manifest themselves to many of our sailors: Following the first week, the numbers of crew members seeking counseling for family and marital issues rose significantly. Chaplain Karava noted significantly higher numbers in the ship's brig. Chaplain Wrigley conducted the first "Work Center Relationships/Personalities" training for service members attending Junior Indoc. The results were positive and plans were made to make this a regular feature of Junior Indoc.

Religious Ministries solicited and found candidates for Lay Leaders belonging to the Jewish, LDS, Eastern Orthodox, Church of Christ, and Wiccan faith groups, as well as verified their competency to fulfill these roles of leadership. These faith groups began their services and/or fellowship meetings.

32 worship services were conducted by the Religious Ministries Department with an attendance of 184 persons.

September 2004 - ABRAHAM LINCOLN returned to Everett, WA, on 20SEP. RMD had noted an increase in the numbers of family/marriage related counseling sessions but noticed that the numbers dropped off after the ship reached Everett.

Chaplain Wrigley organized and presided over the burial at-sea of RADM William H. Livingston, USN (Ret) on board USS ABRAHAM LINCOLN on 06SEP. RMD conducted a September 11<sup>th</sup> Memorial Service, honoring, remembering and praying for the victims of the 9/11 attacks as well as their families and friends. Chaplains Wrigley, Nash, Walcott, and Karava participated. Also, prisoners of war and missing in action were commemorated in a memorial service of prayer in which all chaplains participated.

RPCS Metz reported to the ABRAHAM LINCOLN's Beach Detail at Everett on 13SEP. He was welcomed aboard on 20SEP. He brings with him obvious skills of leadership, organization, management and years of experience. With the addition of a Senior Chief to the staff of RMD, a much-needed, proactive leader was added to the department. After much speculation and rumor-analysis, it finally became clear that USS ABRAHAM LINCOLN was going to surge-deploy. Together with the rest of the ship, RMD took active steps to meet the challenge of preparing for deployment eight months ahead of schedule. Chaplain Wrigley returned to Everett with the Command Master Chief to conduct "Town Hall Meetings" from 9-11SEP to explain the schedule change to family members.

Chaplain Walcott prepared squadron-specific materials for deployment. Chaplain Nash, RMD's Project Officer, completed pre-deployment materials and printed 2000 copies. Chaplain Nash coordinated the pre-deployment brief for the service members of ABRAHAM LINCOLN as well as the members of their families that took place at NAVSTA Everett from 27-30SEP. RPCS Metz, RP1 Foster, and RP1 Brewster supervised the setups and necessary preparations for the various presentations and the logistics involved in the Commons of NAVSTA Everett. 37 worship services were held/celebrated with a total attendance of 399 persons.

October 2004 - The month of October witnessed a significant drop in the numbers of counseling sessions, especially for those experiencing family/marital issues. RMD bade farewell to RP3 Jamar Jackson, who detached on 14OCT for his next duty station at NAVSTA Norfolk. This left RMD with 100% manning with 4 RP's assigned and 1 frocked RP3 Striker. RMD also had three TAD's in the work center to help with manning. SN Schindler reported to

USS ABRAHAM LINCOLN's Beach Detail on 28OCT. He will fill the RP3 billet.

The Third Fleet Chaplain, CDR Margaret Kibben, rode the ship 19-20OCT and met with the RMD chaplains and RPCS Metz to plan and discuss preparations for the surge deployment. RMD coordinated a critical incident defusing for sailors who were with injured sailor AR Miranda on the flight deck. Chaplain Wrigley remained in contact with SURFPAC and hospital chaplains concerning pastoral care for AR Miranda and his family. 34 worship services were celebrated/performed, with a total attendance of 147 persons.

November 2004 - Family and marital issues, together with work-related problems, were in focus for much of the counseling done by the chaplains during this month. The numbers of those seeking counseling significantly increased. Also a higher than usual number of births to service members - parents were reported through AMCROSS messages received and delivered by RMD. Chaplain Wrigley conducted an all-hands Thanksgiving Prayer Service.

Together with the ship's psychologist, the RMD conducted two critical incident stress defusings for service members who worked with ABE2 Amy O'Shaunessy was injured in a flight deck accident. The persons involved were from V-2 and were divided into two groups of 10 persons each.

Chaplain Wrigley visited ABE2 O'Shaunessy and her husband at Tripler Hospital in Hawaii. Chaplain Karava flew to USS SHOUP via the Holy Helo and celebrated Mass, heard confessions, and counseled several sailors. The PACFLEET Chaplain visited ABRAHAM LINCOLN and had lunch with the Ship and Air Wing chaplains.

AN Calderon, one of our strikers, was selected for RP3. RP3 Schindler reported to ABRAHAM LINCOLN on 23NOV. This placed RMD at 125% manning with 5 RP's assigned and 1 striker selected for RP3. Also, RMD had two TAD personnel in the work center to help with manning. 41 worship services were held/celebrated with a total attendance of 503 persons.

December 2004 - During the month of December, ship and Air Wing chaplains noted relatively high numbers of service members seeking counseling in family/marital and work-related issues. Also, the number of childbirths to service members of ABRAHAM LINCOLN and CVW-2 personnel, as evidenced in AMCROSS messages, was relatively high. The pastoral care of RMD reflected the

season of Advent, in preparation for the celebration of Christmas. Chaplain Karava organized a penance service with the assistance of the Catholic service members of ABRAHAM LINCOLN belonging to the Knights of Columbus.

Chaplain Wrigley coordinated regular pastoral ministry by Chaplain Karava to the USS SHILOH, BENFOLD, and SHOUP for Catholic service members aboard those ships on a weekly basis. RMD celebrated Christmas during the ship's port visit to Hong Kong. Chaplains Wrigley, Nash, and Walcott presided over a candle-light Christmas prayer service and Chaplain Karava celebrated the Vigil Mass of the Nativity of Christ.

Chaplain Nash coordinated four COMRELS in Hong Kong on behalf of RMD:

- A. Po Leung Kuk (Shatin, New Territories) This COMREL w took place on 25DEC. Po Leung Kuk is a center for the mentally handicapped. 17 volunteers sang Christmas carols and helped take the residents for a walk.
- B. Hong Chi Pinehill Village (Tai Po, New Territories) On 26DEC, 27 volunteers cleaned ditch drains, raked leaves, trimmed grass and played with children. Pinehill Village is a school for mentally handicapped children, aged 3 to 20.
- C. China Coast Community Ltd. (Kowloon Tong, Kowloon) On 26DEC 21, volunteers sang Christmas carols and traditional navy songs. China Coast Community is an English speaking home for the elderly. Chaplain Nash lead the volunteers in this effort.
- D. The Crossroads International (Kai Tak Government Building) This is a non-profit organization that collects superceded goods and redistributes them to the needy. 25 volunteers scraped and painted walls on 26DEC.

Worthy of note was the fact that even though ABRAHAM LINCOLN's port-call in Hong Kong was relatively short, and took place during the holidays, there was no lack of volunteers willing to sacrifice their time and efforts for the cause of charity.

USS ABRAHAM LINCOLN departed Hong Kong on 28DEC. The magnitude of the damage caused by the tsunami was becoming clear and the possibility of a change in long range plans was becoming ever more probable. Nonetheless, Chaplain Nash continued with plans for COMRELS in Pusan, Korea. By 31DEC, it was clear that ABRAHAM LINCOLN was being diverted to assist in the rescue and relief of tsunami victims in the area in and around Banda Aceh,



Sumatra. RP3 Michael Kelley, the latest RP Striker, was transferred from the Deck Department to RMD. With this, RMD was at 140% manning, with 5 RP's assigned and 2 frocked RP Strikers, along with two TAD personnel assisting in the work center.

46 worship services were held/celebrated with a total attendance of 629 persons.

### **Safety Department**

The Safety Department enjoyed a challenging yet rewarding year for 2004. ABRAHAM LINCOLN safely transitioned from a Docked Phased Incremental Availability (DPIA) to a highly successful Surge Deployment that concluded with providing Humanitarian Assistance and Disaster Relief to the victims of the Tsunami of 2004.

The Safety Department, through innovative safety education programs and vigilant enforcement, completed the 11-month DPIA, Class A and B mishap-free. Additionally, the Safety Department served as the central issuing point for essential personal protective equipment (PPE). Throughout DPIA, a total of 5272 respirators, 4550 hard hats, and over 6000 pairs of safety glasses were issued.

At the forefront of Operational Risk Management (ORM), the Safety Department successfully coordinated the command's all-hands participation in the ORM University web-based training course. The command attained a 95 percent completion rate, highest in the command's history and highest among the fleet. Also responsible for ship-wide safety, the Safety Department completed the inspection of 2410 compartments and identified and corrected over 2000 discrepancies two month ahead of schedule.

Another highlight in 2004 was the re-establishment of the defunct industrial hygiene laboratory by utilizing technological advances and procurement of new equipment. ABRAHAM LINCOLN is now equipped and organized with a modernized industrial hygiene laboratory that has the capability to identify asbestos fibers, directly monitor organic vapors, gas-free confined spaces, certify Medical Department audiometric booths, measure sound pressure levels, and assess the adequacy of airflow throughout the ship's ventilations system in critical operating areas.

These capabilities are now made available for all ships and squadrons within the ABRAHAM LINCOLN STRIKE GROUP.

The year concluded with the Safety Department ensuring the safety of the crew both onboard and ashore in support of OPERATION UNIFIED ASSISTANCE. While conducting Humanitarian Assistance and Disaster Relief operations in the Banda Aceh province of Sumatra, Indonesia, the Safety Department provided on-site safety evaluators, first responders for aircraft mishaps and flight deck observers during high tempo re-supply and relief missions. These responsibilities concluded one of ABRAHAM LINCOLN's safest years in the command's history.

### **Supply Department**

As 2004 began, the Services Divisions were operating on the berthing barge at Puget Sound Naval Shipyard, Bremerton while the Readiness Divisions had access to most of their spaces and were functioning as best as they could on board the ship. By March, the Wardroom, Chief's Mess and Aft Galley were opened on the ship, and the Lincoln Mall was reopened to the crew.

In March the Disbursing Office underwent an unannounced inspection by the Field Examining Group. They received a grade of outstanding. Following the inspection, Disbursing moved onboard into their newly refurbished office. By the end of March all services had reopened and all offices had moved off of the barge.

During the month of April the Aviation Support Division leadership attended the CNAP AvCAL conference in San Diego to review the support requirements for ABRAHAM LINCOLN's new air wing, CVW-2. As a result Cost-Wise Readiness principles were applied to buffer inventories resulting in a savings of \$4 million.

The month of May ushered in the final weeks of the 11 month DPIA. Habitability projects in the Wardroom, the Mess Decks, and senior officer staterooms were completed. Naval Personnel Command conducted a thorough inspection of the Morale, Welfare and Recreation program with the result being an outstanding. The comment used by the inspectors was that LINCOLN had the best MWR program in the fleet. As the ship was preparing to begin a five day fast cruise we

had a turnover in leadership. CDR David C. Meyers relieved CAPT(sel) Michael K. Fabish as Supply Officer.

The entire month of June was spent operating in the Southern California operating area. The LINCOLN Beach Det learned the ropes of how to support this ship and did an outstanding job. The entire department established proficiency on how to operate at sea and conducted several flawless UNREP evolutions with the USS SACRAMENTO and the USNS RAPPAHANNOCK.

The milestone event in July was the Family Day cruise. Planning started in early June for this major undertaking. We arrived in Victoria, BC where after a 3 day port visit, we embarked over 1700 guests. All were served a continental style breakfast and lunch during the eight hour cruise. The event was a huge success largely due to the planning and coordination by MWR and the Food Service Division.

August saw us underway for the entire month. After working with the Training Wing for the first part of the month, CVW-2 embarked ABRAHAM LINCOLN for the first time. The Aviation Support Division was immediately in the air wing support mode and did an outstanding job. Both galleys and wardrooms were operating at full capacity and S-5 Division was preparing Five-Star meals 4 times a week for Distinguished Visitors. Additionally, Material Division, with assistance from Stock Control Division and after running live level settings for the first time in 16 months, off-loaded nearly 10,000 line items of consumable re-distributable assets held onboard to the Everett T-Shed.

September was just like August, supporting the air wing and catering to Distinguished Visitors. We conducted our first CONREP/VERTREP in over one year, with the USS CAMDEN. Over 300 pallets were received without incident. Rumors started to surface about an early deployment. These rumors were confirmed and the Supply Department went immediately into pre-deployment preparations, including the release of the first top-off reorder of general stock items since entering the dry-dock over 18 months ago. We arrived back in Everett on 20 September for a 3 week POM/maintenance availability period. Within 5 days after returning to Everett, the Supply Department loaded over 1500 pallets of provisions, sodas, and ship store stock.

Departed homeport on 15 October for a four month deployment. We deployed with \$2,900,000 in provisions and \$2,500,000 in ship store stock. As we departed Everett, we embarked the CNAP Supply Management Assessment team. The team conducted a 3 day assist/training visit on the transit to San Diego. On 25 October we conducted our first UNREP of the deployment, this time with USNS WALTER S. DIEHL.

The month of November was spent in the Hawaii operating area and included two visits to Pearl Harbor. Conducting COMPTUEX in the Hawaiian area brought some logistical challenges that had to be overcome. Shipping time from CONUS to Hawaii averaged four days then we had to add one day for the final mile to the ship. MWR offered over a dozen different tours and assisted in making hotel reservations for more than 1,000 Sailors. The Food Service Division prepared 1,200 pounds of turkey for the Thanksgiving feast.

December had ABE operating in the Guam and Okinawa operating areas. The Beach Det flexed to support at each location and then moved on to the Hong Kong port visit. When we arrived in Hong Kong we were greeted with 16,000 pounds of mail. Just in time for Christmas. Upon leaving port, we were notified that we had been re-directed to assist with relief efforts in the aftermath of the 26 December tsunami that devastated the Indian Ocean coastal areas. For the month we conducted 2 underway replenishments and received a total of 570 pallets of material.

After being deployed for two and a half months we had served \$2,400,000 of provisions and generated sales of \$1,500,000 from the ship stores and vending machines.

## **Training Department**

In preparation for the ship to be physically and mentally ready to get underway after the long dry docking period, the Training Department coordinated both group and individual training, on and off the ship, before and after DPIA to maximize resources and ensure all hands were well-equipped to perform their jobs underway. The Junior Indoctrination Division provided significant initial training for our most junior Sailors to give them the required skills and confidence to report to their assigned

departments for duty. The success of the program is shown through decreased disciplinary issues and increased work performance. A training challenge was presented when the ship was called to "surge" deploy in October. The ship planned to get underway with all personnel on board, but we received hundreds of new Sailors each month while underway. The command structured a permanent Beach Detachment at Everett Naval Station to act as a holding/ training unit for personnel who were not cleared for sea duty for medical reasons and to continue with the Junior Indoctrination of the Sailors. As classes formed and began training, preparations were made to bring the new Sailors to the ship as a cohesive unit to further assist in their transition to the command and sea duty. Other training requirements for the command required flexibility and focus by the Training Department staff to meet the needs of our Sailors during this historical FRP "surge" deployment, as courses were cancelled or rescheduled due to our changing operational schedule, and were met head on with success.

The Training Department played a key role in ABRAHAM LINCOLN's ability to accomplish its mission objectives. In FY03, the following training statistics apply:

TAD/Travel Orders Written:	2,064
TAD Training Man Hours:	103,458
GMT/In-rate Training/PRT Training Hours:	764,000 hours.
TAD Dollar Expenditure:	\$1,151,389
Temporary Duty (schools, TAD, etc.) Orders written:	2064
Temporary Duty Money Spent:	\$1,151,389
Junior Indoctrination Graduates (New Sailors):	783
Senior Indoctrination Graduates (New Sailors):	158
Total Indoctrination Graduates:	941

### **Weapons Department**

Weapons Department played a vital role in Abraham Lincoln's accomplishments for the year of 2004. After coming out of the yards in May, Weapons Department passed several critical inspections during an accelerated training cycle. These inspections include Aviation Ordnance Readiness Review (AORR), Conventional Ordnance Safety Review (COSAR), Torpedo Readiness Certification Inspection (TRCI) and Force Protection Exercise (FPEX).

While on surge deployment in December, Weapons Department's mission quickly changed as Abraham Lincoln was tasked with humanitarian aid in Operation Unified Assistance (OUA). The department contributed a great deal to the effort, utilizing weapons elevators and magazines for the transport and stowage of water, food and medical supplies.

- G-1 Flight Deck/Aviation Weapons Support Equipment Division completed 7,777 maintenance actions on 2,900 IMRL support equipment items, totaling 9,712 man-hours. They reworked 1,474 pieces of Armament Weapons Support Equipment, saving the command over \$850,000. They also completed the rehabilitation of 52 divisional spaces and weapons magazines. G1 accomplished four major ship alterations: Armament Weapons Support Equipment Handling Space Safety Upgrade, Armament Weapons Support Equipment Space access to Hangar Bay two, Air Nitrogen Purifier Rack Upgrade, and Sonobouy Stowage Upgrade. G-1 was responsible for the safe vertical replenishment of 75 percent of the total ammunition brought onboard in 2004.
- G-2 Division completed a major refurbishment of the ship's magazine sprinkler systems, rebuilding or replacing 32 main sprinkler valves and 240 ancillary sprinkler valves. G-2 Division personnel completed more than 700 lagging jobs throughout the ship, constructed an At-Sea Range and conducted numerous at sea small arms and crew-served weapons familiarization firings, helping more than 800 crewmembers maintain their proficiency on a variety of weapons. Additionally, G-2 Gunners repelled several simulated small boat attacks, demonstrating Abraham Lincoln's at-sea Force Protection capabilities for Afloat Training Group Pacific (ATGPAC) inspectors. During Abraham Lincoln's Force Protection Exercise G-2 Gunners provided key support, issuing and receiving more than 900 weapons and providing more than 400 man-hours of armed sentry and security force response.
- G-3 Division on-loaded 3,538,321 pounds of ordnance. They also completed 1,800 PMS checks and 351 spot checks. G-3 Division rehabilitated 86 divisional spaces and built up over 152 general-purpose bombs. Over the course of the year, they broke out over 70 aircraft missiles, nine Precision Guided Munitions, eight Joint Stand Off Weapons and 17 CBU-99s.

- G-4 Division's nine weapons elevators underwent extensive alteration and mechanical repair in 2004, shifting the elevator operators to the role of maintenance technicians. G-4 Division performed three major ship alterations, numerous depot level repairs, and hundreds of operational discrepancy corrections. Highlights include: Casualty Power System installation for the lower six weapons elevators, Electrical Enclosed (EE) Forklift Battery Charger Surge Suppression installation, and Dart Weapons Elevator Door and Hatch Modification installation for all nine elevators. In addition, G-4 overhauled 26 EE Forklifts, completed over 400 work candidate jobs and moved over 2.7 million pounds of ordnance during the year.
- G-5 Division (Ordnance Control, Quality Assurance (QA) and the Weapons Administration Office) played a key role in maintaining the focus for Weapons Department throughout a demanding work-up cycle and surge deployment in 2004. Ordnance Control scheduled, organized, and executed six weapons on-loads encompassing 2,444 tons of ordnance. They also maintained a close liaison with CVW-2, ensuring that all ordnance requirements were met during the workup cycle and deployment. Ordnance Control played a vital role in Operation Unified Assistance; utilizing upper-stage weapons elevators to transfer life-sustaining supplies from within the ship to the flight deck. Weapons QA ensured that all quality assurance programs were maintained, while the Weapons Administration Office stayed on top of message traffic, personnel training programs, and maintained the department's RADMIN database. The department career counselor monitored and guided the career progression for the 362 sailors of Weapons Department.
- Security completed 641 incident complaint reports in 2004, of which 35 were referred to the ship's Investigation Division. They also processed 21 prisoners assigned three days bread and water, and 27 prisoners assigned confinement up to 30 days. Urinalysis division collected 15,678 samples for the year, including one unit sweep, and the Individual Force Protection Plan (IFPP) coordinator completed, forwarded and tracked 43 (IFPP) to various countries. In 2004, Security also had their brig certified, passed their Force Protection Exercise, and provided

Force Protection during four port calls in Hawaii and two foreign ports.